

# AMERICAN RAILROAD JOURNAL.

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## American Railroad Journal.

New York, Saturday, September 9, 1876.

### The United States 4-1-2 Per Cent Loan.

The good measure of success which has attended the bringing out of the 4½ per cent funding loan, by the United States Treasury Department, under the auspices of Messrs. August Belmont & Co., and their associates, as announced in the last number of the JOURNAL, is a subject for congratulation on all sides.

It is, in the first place, a conspicuous illustration of the rapid growth of the credit of the United States in the leading financial circles of Europe. We tally among the nations of the very best credit. It is a tribute to our willingness as well as our ability to pay. It is an expression of confidence that whatever our party contests may now be, or may have been, or are likely to be, the character of our people is such that a maintenance of the public credit may be implicitly relied upon. We deserve this, for we have greatly reduced the public debt and the annual charge for interest. We

have done in that direction all that could be expected of us.

The success of the 4½ per cent loan is, in the second place, evidence that lower rates of interest are henceforth to be the rule in this country. This is an important consideration. It is a fact that the high rates of interest on public and private debts, which we have been accustomed to pay in years gone by, have weakened our credit abroad. The capitalists of Europe have been accustomed to declare that no people, and no enterprise, and no business-man, can pay seven, eight, ten, twelve, and fifteen per cent for money, and prosper. It is true our position, and the circumstances by which we have been surrounded, have been such as to create a great need for money, and we have been obliged to pay high rates of interest. We were justified in doing so. But there is a change in many respects, and one of the compensations for the evils following the panic of 1873 is found in the general acceptance, not only of a lower plane of values, but of reduced usance for money. For the money actually at interest, we are probably not paying more than seventy-five per cent as much as in the Spring of 1873. This is a vast saving, and must increase as years go by. There is no doubt, for example, that the entire indebtedness of the New York Central Railroad could be funded at five per cent; and it is worth the while of other railroad companies of established credit to make the effort to reduce the amount paid by them for interest.

The increase in the debt of the United States in the past fifteen years, from a merely nominal sum to an amount requiring nearly one hundred millions of dollars per annum to pay the interest upon it, and the maintenance of the public credit in the face of this increase, though surprising facts in themselves, are yet susceptible of easy explanation. The resources of the nation have fully kept pace with the increase in the indebtedness. The discovery of petroleum in Pennsylvania realizes an annual return to our people, directly and indirectly, through the saving in the cost of light, in its actual value, and in the industry and transportation which it develops and employs, fully equal to the interest on the United States debt. We have, besides, the effect in the development

of resources produced by many thousand miles of railroad; and if we have also, through the influence of well secured bonds, at a low rate of interest, a reduction of two to five per cent in the value of money, we shall have an additional cause for congratulation.

A renewal of mechanical and manufacturing industries cannot long be delayed after cheap money is well assured; and we see, in the success of this loan, a new assurance that the work of recuperation is begun upon a solid basis.

### Progress of the Southern Pacific Railroad.

The telegraph announces that the junction of the Los Angeles and Middle divisions of the Southern Pacific Railroad was made 42 miles north of Los Angeles on the 5th inst., witnessed by a concourse of spectators. The ceremony was further observed the same evening by a grand dinner and ball given to the officers of the railroad by the chief citizens of Southern California. The connection of these two long-separated divisions is a fact of much importance to the country at large, inasmuch as it not only connects the rich territory of Southern California to the railroad system of the country—and allows continuous transit from the easternmost points to Los Angeles, and nearly to San Diego and the Mexican boundary at Fort Yuma—but also forms an immense contribution toward a second overland line of railroad.

Heretofore the line of the Southern Pacific Railroad has consisted of three divisions, independent of each other. By the junction of Tuesday the two southernmost lines are made one. It extends from Goshen, where it connects with the San Joaquin Branch of the Central Pacific Railroad, to Los Angeles, a distance of 200 miles; and thence eastward toward the southeastern corner of California at Indian Wells, a further distance of 130 miles. A branch from Los Angeles to Wilmington on San Pedro Bay, 20 miles, and another to Anaheim of 25 miles, make up the Southern division. The Northern division, extending from San Francisco southerly, has a mileage of 161 miles, or a total for the whole road and branches of 550 miles. The Northern division is not connected with the rest at present, for the reason that it lies parallel with the great southern arm of the Central Pacific Railroad, and

the means and energies of the company have been devoted to pushing on the more essential parts of the main line, business being sufficiently accommodated over the neighbor road. This part of the main stem, either via the San Benito Pass to Goshen, or via the Polonio Pass to Lerdo, will be completed so soon as the main line southward and eastward is done.

Inasmuch as Visalia, the initial point of the Southern Pacific Middle division, is 228 miles south of San Francisco, it will be seen that added to the 390 miles between Goshen and Indian Wells there are 618 miles of continuous road in operation on the Pacific coast, toward the completion of this southern overland route, or just about one third the distance between San Francisco and the Gulf ports in Texas. This, it should be remembered, covers not the easiest, but by far the hardest part of the whole route. The 1200 miles between Fort Yuma and the Texas roads are known to be comparatively easy. In crossing the Sierra Nevada, it is asserted the Southern Pacific has encountered 20 miles of the hardest work in California—which is no light matter. There are 18 tunnels, and immense side hill cuts and fills in that space. In crossing the coast range, also, one of the longest tunnels in the country is required. All this is out of the way now, and hereafter the company will have a through traffic on the whole line, and can put its army of men at work on the extension to the Arizona frontier.

It was stipulated in the land grant acts applying to both corporations, passed in 1871, that it was to be met at the Colorado river by the Texas Pacific Railroad from the east. Scott's unfortunate failure to have his road there has prompted the California company to offer to build on until a meeting point is reached, at the Rio Grande if need be; but Col. Scott prefers to ask the Government to endorse his company bonds at \$35,000 and \$45,000 per mile. At any rate it is clear that a long step has now been made toward a Southern Pacific Railroad to the Gulf cities.

#### The Composition of Steel.

At a meeting of the American Association for the Advancement of Science and Art, held in Buffalo on the 25th ult., a paper on "The Relations of Structure, Density, and Chemical Composition in Steel," was read by John W. Langley. It has long been known to practical men that the appearance of the fracture of steel bears some relation to its mechanical properties, as developed in the machine shop. It has further been known in a general way that this appearance was connected with the quantity of carbon in the metal. The researches embodied in this paper extend over a period of two years, and show, first, that steel can be selected by ocular inspection alone with a high degree of precision; and that differences of less than seven-hundredths of one per cent. of carbon can be certainly known by the appearance of the freshly broken ingots; 20 ingots manufactured by Messrs. Miller, Metcalf & Parkin, of Pittsburgh, formed the material for these determinations; second, it was shown that in general the specific gravity decreases in proportion with the increase of carbon, though there are some apparent exceptions to the rule; and third, that when the metal is hardened by being plunged into water the density is less the greater the heat to which the specimen was subjected. The paper was accompanied by extensive tabulated reports. In conclusion it was asserted that the time had arrived when the eye

had very nearly become the rival of chemical analysis in this branch of metallurgy.

#### Maine Central Railroad.

The earnings of the Maine Central Railroad and Branches for the years ending December 31, 1874 and 1875, were as follows:

	1874.	1875.
From passengers....	\$910,391 89	\$797,767 25
" freight.....	1,028,965 41	866,241 36
" U. S. mail.....	53,427 76	52,427 54
" express.....	37,712 00	37,500 00
" car service.....	56,625 69	25,806 30
" extra baggage.....	1,568 85	2,543 25
	\$2,088,691 60	\$1,781,785 70
Expenses, viz:		
Fuel consumed.....	\$205,633 63	\$195,729 20
Maintenance of way.....	461,334 71	353,860 38
Traffic expenses.....	351,038 44	336,074 58
Station expenses.....	186,897 93	177,971 66
Office establishment.....	46,543 90	42,511 23
General expenses.....	30,282 64	40,919 77
	\$1,281,681 25	\$1,147,066 82
Earning less expenses	\$807,010 35	\$634,718 88
Add rents & wharfage	5,088 95	3,990 77
Dividend D. and N. R.		
R. stock.....	300 00	300 00
Net earnings....	\$812,399 30	\$639,009 65
Deduct interest on loans, dividends on stocks, rent of Dexter & Newport and Belfast and Moosehead Lake Railroads, etc.....	623,138 47	614,359 32
Leaving a surplus of.....	\$189,260 83	\$24,650 33
Add balance from report of 1874.....		\$263,227 82
Received from sale of bonds.....		676,950 00
Due Dexter and Newport R. R. for rent.....		6,000 00
Due sundry accounts.....		12,825 74
Unpaid dividends and coupons.....		20,943 54
		\$1,010,597 48
Paid on improvement account.....	\$44,262 83	
Equipment account.....	7,961 71	
Construction account.....	495,389 48	
		547,614 02
Balance December 31, 1875.....		\$462,983 41

This balance is composed of the following assets:

Cash on hand.....	\$207,218 81
Stock for repairs on hand.....	55,861 56
Wood and coal on hand.....	140,117 83
European and North American Railway bond.....	1,000 00
Dexter and Newport Railroad stock.....	5,000 00
Ticonic Water Power Co. stock.....	5,000 00
Due from other Railroad Companies.....	11,279 89
" A. & W. Sprague Co.....	4,618 79
" station agents.....	27,479 19
Notes receivable.....	5,407 34

Total, as above.....\$462,983 41

The total earnings for 1874 were \$2,094,080 55; operating expenses, \$1,281,681 25; net earnings, \$812,399 30. The total earnings for 1875 were \$1,786,076 47; operating expenses, \$1,147,066 82; net earnings, \$639,009 65—showing a diminution in 1875, compared with 1874, in gross receipts of \$308,004 08; in operating expenses of \$134,614 43; and in net receipts of \$173,389 65. The President in his report says:

Of this reduction in our gross receipts the past year \$77,322 56 was occasioned by the modification of former contracts for the purpose of producing uniform and harmonious action between the

Eastern and Boston and Maine Roads, which will result, as we trust, to the benefit and in the general convenience of our patrons who have occasion to do business over the Railroads west of Portland. The balance of the diminution in our gross receipts, \$230,681 62, must be attributed to the general depression of the business of the country, and "reduction of tariff by special rates."

During the present year the Second Mortgage Bonds of the Somerset and Kennebec Railroad Company amounting to \$260,000, will mature. Bonds of this company have been provided and appropriated for their redemption. It is also advisable to use the bonds provided for that purpose to liquidate a portion or all the floating debt of this company at an early day.

The Report of the Superintendent, herewith submitted, presents in detail the practical operation of the road during the present year. It shows that the condition of the road, both for safety and efficiency has been well kept up, and that substantial reductions in the expense of operating have been effected in his Department, and that he has been vigilant, careful and faithful in the discharge of his duties.

Doubts have been entertained by members of the board and other parties for some time past, as to the policy of continuing our night passenger train. It is contended that it has proved unremunerative to this company, and therefore, though it may be a convenience to a class of the community, should be discontinued. If the fact were established, that as a whole the company suffers permanent loss from the operations of this train, and that loss cannot be avoided, then the conclusion would seem to be well founded. We cannot afford to run this train or any other as a matter of mere charity or display.

The train, when established, was designed to be a portion of a continuous line extending from Boston to St. John, and was so run for a considerable period of time. It was then not only self sustaining but promised to prove eminently successful, by diverting a large and growing business from the water at St. John to the road. This hopeful prospect was materially clouded by the withdrawal of the night train between Bangor and St. John, thus compelling all business leaving the latter city in the afternoon for the West to resort to transportation by water, as in former times.

This so maimed the line that it cannot be run by us at the hours desired, and under the distribution of the tariff established, without positive loss. To thus run it we cannot consent. From Boston to Portland it does largely the business of a local train, while from Portland to Bangor, in consequence of passing over our road in the middle of the night, it does little local business, yet is maintained at the inconvenience and expense of a special train run in the night time, and on a tariff entirely inadequate to the service.

We are happy, however, to inform the stockholders that the matter has not only received the careful consideration of our Directors, but they have the strongest assurance from the managers of the European and North American Railroad that the night train between St. John and Bangor will not only be restored early the present season, but under circumstances which will give it a business largely increased from any hitherto done by it.

At the last session of the Legislature, acts were passed authorizing this company to connect its line in the city of Lewiston, by the construction of a short piece of road in that city, and also to discontinue a portion of the line now used between Leeds Junction and the village of Sabattusville. The construction of the road in Lewiston was contingent upon the approval of the City Government, and the right to discontinue the branch from Leeds Junction was contingent upon the construction of the connecting link in Lewiston.

The City Government have had the matter under advisement and have thus far declined to approve the line as proposed to be located by this company. Thus the matter remains, for the present at least, as before.



We have noticed that in the recent discussions that have grown out of the peculiar condition of the railroads leading eastward from Boston, statements have been made in relation to transactions, had with this company as matters of history which we deem erroneous, still not deeming this a suitable time to go into discussions of their merits, we only desire to express our dissent less by silence we be supposed to assent to their correctness.

In conclusion we have to suggest, that although the past year has been one of depression and hardship, it has not been wholly without redeeming characteristics. That while the falling off of our general business has been large, the heaviest part of that decrease was in the middle and earlier part of the year; that in the later months there has been little or no decrease from corresponding months of the preceding year, and that this improved condition of things continues to the present time, giving us reason to hope that the dawn of a better day is upon us. The necessities of the times have so impressed the lessons of economy, that even should there be for the present year no substantial increase of our business, the diminution of our expenses will produce a marked increase in the net earnings of the road.

This further reflection may be indulged; that such is the favorable location of our road and its branches, as exhibited on the accompanying map, being as it is an important link in the great connecting line between the Provinces east, and the States west of us, and literally filling out the valley between the ocean and the mountains, that when the business of the country shall revive, as we hope it must at no distant day, we shall be the recipients of our full share of that restored prosperity. It cannot be lost or taken from us unless by our own apathy or neglect.

The equipment of the road consists of 60 locomotives (16 coal and 44 wood burners), 57 passenger, 28 baggage, 4 postal, 14 freight saloon, 6 workmen's, 777 box, 556 flat, 110 wood and gravel, 4 wrecking, 102 hand, and 79 push cars, and 16 snow plows. As a measure of safety, the Westinghouse Air Brake has been applied to the engines and cars of the through passenger trains, and nearly all of the cars are furnished with the Miller Platform and Coupler.

The number of tons of freight carried was 374,104; number of tons carried one mile, 23,288,067. Average receipts per ton, \$2 31 55; do. per ton per mile, 3.72 cents. Average mileage of one ton 62.25 miles.

Number of passengers carried, 672,372; do. carried one mile, 25,690,863. Average distance travelled by each passenger, 38.20 miles. Average earnings per passenger \$1.19; do. per passenger per mile, 3.15 cents.

The number of miles run by passenger trains was 532,226; by freight trains, 404,545; by wood, construction and switching, 303,209—total, 1,239,980.

#### BALANCE SHEET, DECEMBER 31, 1875.

Construction account.....	\$9,963,194 21
Androscoggin Railroad lease.....	768,333 28
Improvement account.....	44 262 83
Equipment account.....	1,658,540 74
Somerset Railroad.....	62,851 18
Ticonic Water Power stock.....	5,000 00
Due from other R. R. Co's.....	11,279 89
Due from A. & W. Sprague Co....	4,618 79
Notes receivable.....	5,407 84
Dexter & Newport Railroad stock.	5,000 00
European & North American Rail- way bond.....	1,000 00
Wood and coal on hand.....	140,117 83
Stock for repairs on hand.....	55,861 56
Due from station agents.....	47,479 19
Cash on hand.....	207,218 11

\$12,959,665 70

Androscoggin and Kennebec Rail- road Loan.....	\$1,100,000 00
Maine Central Extension Railroad loan.....	496,500 00
Maine Central \$1,100,000 seven per cent loan.....	756,900 00
City of Bangor loan (outstanding).	1,000 00
Penobscot and Kennebec Railroad \$400,000 loan.....	200 00
Portland and Kennebec Railroad 1st mortgage.....	217,300 00
Portland and Kennebec Railroad Funded Interest loan.....	14,867 20
Portland and Kennebec Railroad Consolidated loan.....	1,166,700 00
Somerset and Kennebec Railroad 1st mortgage.....	10,900 00
Somerset and Kennebec Railroad 2d mortgage.....	260,000 00
Androscoggin Railroad City of Bath loan.....	425,000 00
Leeds and Farmington Railroad loan.....	633,000 00
Maine Central Consolidated loan..	1,680,500 00
Notes payable.....	836,972 68
Due Dexter & Newport Railroad..	6,000 00
Due on coupon interest & dividends not called for.....	26,943 54
Due on sundry accounts.....	12,825 74
Portland and Kennebec R. R. stock	741,400 00
Maine Central interest scrip.....	496,892 00
Maine Central stock.....	3,602,200 00
Maine Central bonds and coupons.	17,920 00
Profit and loss balance.....	456,734 54
	\$12,959,665 70

President.—ABNER COBURN.

Directors.—Darius Alden, Noah Woods, Frank W. Hill, George L. Ward, James W. Johnson, James P. Cook, Arthur Sewall, William G. Davis, N. M. Whittemore, Frank Jones, John Cummings, John Wooldredge.

Superintendent.—PATRICK TUCKER.

Treasurer.—J. S. CUSHING.

#### United States Rolling Stock Co.

At a meeting of the Trustees of the United States Rolling Stock Co., held in this city on the 22d ult., J. B. Hodgskin, Esq., President, submitted a report for the six months ending June 30, 1876, showing that the receipts for rentals, mileage and interest were \$269,243 44, the expenses \$79,189 59, and the net earnings \$190,053 85—equivalent to 3.8 per cent on the capital stock; out of which a dividend of eight shillings per share (two per cent. gold) was declared, leaving about \$85,000 to be carried to reserve account. Compared with the corresponding period of 1875, there is an increase of more than 10 per cent. in earnings. The average earnings are gradually rising notwithstanding the depression that has continued to prevail in all business connected with the railroad interests of the country. As the stock passes into the hands of a larger number of lessors, the earnings become more regular. A good proportion of the freight cars let during last year at extremely low rates and on temporary leases have, during the last six months, gone into permanent leases at steadily improving figures. The collections continue to be a source of much trouble and some anxiety. In spite of every effort, lessors fall in arrears, owing to the extremely low rates of freight. The Receiver of the Atlantic and Great Western Railroad, who still remains our most important customer, is steadily falling behindhand. The road is not nearly earning its working expenses; and not only has it not paid off any portion of last year's deficit, but it has increased its debt to us alone by \$43,746 95. We now hold \$251,123 50 of the Receiver's certificates,

against \$207,376 25 on Dec. 31, 1875. These certificates are a prior lien upon all the property in advance of all mortgages. The contract with the Receiver expires in December of this year. The policy to be pursued at that time will greatly depend upon the course of the proceedings for foreclosure and reorganization now pending; and are the subject of the most serious consideration by your management.

#### The Hoosac Tunnel Line.

From the report of Jeremiah Prescott, Esq., Manager of the Hoosac Tunnel and Troy and Greenfield Railroad, for the year ending July 1, 1876, we learn that the total receipts for the year were \$79,371, expenses \$44,705, and net receipts \$34,666. The total number of passengers carried was 63,130, for which \$19,025 was received; tons of freight 166,245, for which \$44,235 was taken; \$112,000 was received from the Troy and Boston Company, and \$3,280 for postal service. The net receipts from freight and passengers were \$13,193 for the six months ending January 1, 1876, and \$6,192 for the six months ending with July. Meantime the volume of freight has grown from 59,671 tons the first half year, to 106,574 the last. Of the \$44,705 total expenses, \$39,725 was paid in salaries and wages. Mr. Prescott considers the freight rates of the last six months as low as in equity should be adopted by the State; for, while the volume of freight has more than doubled, the net receipts are less than one-half as much, while the expenses have been somewhat less—\$21,306 to \$23,399. The expenses have been 56 per cent. of the gross receipts.

About 840 tons of old iron have been re-rolled (a considerable part of the cost of which has been paid in old iron), and used for side tracks, and renewing the old track—which will be abandoned on the completion of the new line into Greenfield, (which he thinks will be about the 1st of November) when all this iron will be used for side tracks, and the remainder re-rolled or sold. Some 803 tons of new steel rails have been delivered along the line of the relocation.

The experiences of the year have confirmed the manager's opinion that the most satisfactory and profitable method of operating the Troy and Greenfield Railroad is to equip it with locomotives and employes, dividing with connecting links, and allowing the usual and customary rate for car service.

#### New Pacific Railroad Survey.

The Secretary of War has detailed Col. J. W. Twining to take charge of the survey of the Union and Central Pacific Railroad line between Omaha and Sacramento, under the following resolution of the House of Representatives:

Whereas, It is alleged that the measurement of distances on the Union Pacific and Central Pacific Railroads, upon which bonds were issued by the Government to the companies owning said railroads, was hastily and inaccurately made; therefore,

Resolved by the House of Representatives, That the Secretary of War be requested to detail an efficient force from the Engineer Corps of the army to make a careful and exact survey of distances of said roads between Omaha and Sacramento, distinguishing between sections for which bonds were issued to companies at the different rates, exhibiting the number of miles at each rate, designating the point between which the different rates were designed, and report the result of the survey to this House at the commencement of the next session of Congress.



**Imports of Dry Goods at New York.**

The imports of foreign dry goods at New York for the month of August, were:

ENTERED FOR CONSUMPTION.		
	1875.	1876.
Manufactures of wool...	\$3,460,065	\$2,024,006
" cotton...	1,773,879	1,081,200
" silk ....	2,922,597	2,080,910
" flax ....	953,235	761,878
Miscellaneous dry goods.	917,213	635,779
Total.....	\$10,032,989	\$6,533,273

**WITHDRAWN FROM WAREHOUSE.**

	1875.	1876.
Manufactures of wool...	\$1,828,932	\$1,434,262
" cotton...	614,293	420,290
" silk ....	759,722	740,131
" flax ....	610,811	420,400
Miscellaneous dry goods.	118,911	122,232
Total.....	\$3,932,469	\$3,137,255
Add entered for consump.	10,032,989	6,533,273

Thrown upon market.... \$13,965,458 \$9,670,528

**ENTERED FOR WAREHOUSING.**

	1875.	1876.
Manufactures of wool...	\$1,799,070	\$1,418,174
" cotton...	656,845	286,567
" silk ....	896,188	842,663
" flax ....	549,085	351,058
Miscellaneous dry goods.	157,463	105,502
Total.....	\$4,058,651	\$2,998,964
Add entered for consump.	10,032,989	6,533,273

Total entered at the port: \$14,091,640 \$9,582,273

The imports of foreign dry goods at New York for eight months from January 1, were:

ENTERED FOR CONSUMPTION.		
	1875.	1876.
Manufactures of wool...	\$14,949,883	\$9,495,678
" cotton...	13,093,155	9,482,972
" silk ....	15,133,184	12,410,742
" flax ....	6,415,372	5,430,262
Miscellaneous dry goods	5,160,849	4,216,159
Total ent. for consump...	\$54,752,448	\$41,035,818

**WITHDRAWN FROM WAREHOUSE.**

	1875.	1876.
Manufactures of wool...	\$8,589,651	\$6,211,274
" cotton...	4,138,309	3,609,128
" silk ....	3,730,203	3,822,566
" flax ....	4,093,905	3,517,258
Miscellaneous dry goods	1,054,884	1,024,235
Total withdrawn from warehouse .....	\$21,606,952	\$18,184,466
Add entered for consump	54,752,448	41,035,818

Total thrown on the market.... \$76,359,395 \$59,220,269

**ENTERED FOR WAREHOUSING.**

	1875.	1876.
Manufactures of wool...	\$8,986,751	\$6,472,801
" cotton...	4,077,752	3,298,664
" silk ....	4,243,974	3,884,602
" flax ....	3,853,241	3,147,175
Miscellaneous dry goods	1,171,775	1,030,115
Total entered warehouse	\$22,332,493	\$17,833,357
Add entered for consump	54,752,448	41,035,818

Total entered at port \$77,084,936 \$58,869,170

The entire amount of bonds issued and to be issued by the Port Dover and Lake Huron Railway is \$375,000, or \$6,000 per mile for 63 miles of road, all of which have been disposed of except about \$60,000 worth. These bonds were mostly taken by residents along the line of the road. One or two municipalities have received

them in exchange for debentures—thus increasing confidence in them as a safe investment.

**Chicago and Northwestern Railway.****REPORT OF THE LAND COMMISSIONER.**

CHICAGO AND NORTHWESTERN RAILWAY Co.,  
LAND DEPARTMENT,  
CHICAGO, July 17, 1876.

ALBERT KEEP, Esq.,

President C. & N. W. Railway Co., Chicago, Ill.

DEAR SIR: During the last year the company has received from the United States Government the additional quantity of 2,551.40 acres of land under its land grant in the State of Michigan, and in the same time an increase appears in the aggregate number of acres in Wisconsin, Minnesota and Dakota, arising from the correction and adjustment of the land lists made up from the respective grants. Until all the lands contained within the limits of the land grants shall be fully examined, and all conflicting titles arising from homestead and pre-emption claims are disposed of, these changes in the exact quantity of land belonging to the company will, to some extent, continue to appear. The result of the changes thus far has been to increase the aggregate quantity to which the company is entitled under its land grants.

The sales of lands in Wisconsin and Michigan have been less than during the preceding year, arising from the fact, that most of the lands in these States are timbered lands. Some of them are covered with heavy growth of pine and hard wood, and are valuable according to their location upon the streams or near the line of the railroad for facility of lumbering, or for making charcoal for the iron furnaces. Other of the lands are more lightly wooded, and are less available in dull times for sale, while still other portions of the lands are of little value for lumber, and are not in demand for farming purposes. The continued stagnation in the lumber and iron trade, and the large quantity of pine timber lands purchased by the lumbermen in former years, have combined to decrease the sales during the year.

The prairie lands in Minnesota give promise of earlier sale and settlement, and are appreciating in value with the occupation of contiguous Government sections. A land office is now being erected at Marshall, in Brown County, and facilities will be fully organized by the agency at that place, to put such lands as may be wanted into market by September next. The alternate Government sections in that region of country east of Lac qui Parle River, in Range 45, have been mostly taken up, and there is a fair prospect for the beginning of moderate and increasing sales of the land grant lands situated on or near the Winona and St. Peter Railroad.

A full examination of each tract and section of the unexplored lands in Dakota, between the Minnesota boundary and the Big Sioux River, is now being made, and as soon as this is completed, these lands will be mapped and appraised, and put in readiness for sale whenever the demand shall follow the occupation of Government lands.

The number of acres of lands sold and conveyed during the year ending May 31, 1876, was as follows:

	Acres.
Of lands in Michigan.....	8,810.64
Of lands in Wisconsin.....	1,646.26

Total acres sold..... 10,456.90

The average price received for the whole, was \$2.96 per acre.

A summary of the land grant lands, remaining unsold on the same date, is as follows:

	Acres.
Lands in Michigan.....	633,491.63
Lands in Wisconsin.....	362,551.88
Lands in Minnesota and Dakota.....	1,159,517.39

Total lands unsold..... 2,155,560.90

Very truly, your obedient servant,

GEORGE F. GOODWIN,

Land Commissioner.

**The Coal Trade.**

The coal tonnage for the week ending the 26th ultimo, as reported by all the companies, amounted to 339,294 tons, against 561,415 tons in corresponding week last year, a decrease of 222,121 tons. The total amount of anthracite mined for the year is 10,478,912 tons, against 11,787,286 for same period last year, a decrease of 1,258,376 tons. The quantity of bituminous coal sent to market for the week was 78,337 tons, against 77,833 tons for corresponding week last year, an increase of 504 tons. The whole bituminous tonnage from the beginning of the coal year is 2,805,079 tons, against 2,373,023 tons in corresponding time last year, a decrease of 67,944 tons. The total tonnage of all kinds of coal for the week is 417,631 tons, against 639,248 to corresponding date last year, a decrease of 221,617 tons, and the total tonnage for the coal year is 12,783,991 tons, against 14,110,811 tons to same date last year, a decrease of 1,326,820 tons. The quantity of coal and coke carried over the Pennsylvania Railroad during the last week was 89,937 tons, of which 74,555 tons were coal and 15,382 tons coke. The total carried this year is 2,820,025 tons, of which 2,234,607 were coal and 475,475 coke. This total embraces all the coal carried over the road, east and west. The total of coal received from the Lehigh Valley Railroad at Port Amboy for the week ending on the 26th ultimo was 20,128 tons, the amount shipped thence amounting to 18,068 tons, leaving 67,421 tons on hand.—*Phila. Ledger, Sept. 4.*

**Union Pacific Railroad Terminus.****DECISION OF THE UNITED STATES SUPREME COURT.**

No. 584.—The Union Pacific Railroad Company, plaintiff in error, vs. Samuel E. Hull and John W. Morse.—In Error to the Circuit Court for the District of Iowa.—This is a proceeding instituted under the act of Congress of March 3, 1873, (17 Stats. at Large, page 509, section 4,) which confers upon the proper Circuit Court of the United States jurisdiction to hear and determine all cases of mandamus to compel the Union Pacific Railroad Company to operate its road as required by law. The alternative writ, as amended, commanded the railroad company to operate the whole of their road from Council Bluffs westward (including that portion thereof between Council Bluffs and Omaha, and constructed over and across their bridge spanning the Missouri River) as one continuous line for all purposes of communication, travel, and transportation, and especially commanded them to start from Council Bluffs their regular through freight and passenger trains westward bound, and to run their eastern bound trains of both descriptions through and over said bridge to Council Bluffs under one uniform time schedule with the remainder of their road; and to desist and refrain wholly from operating said last mentioned portion of said road as an independent and separate line, and from causing freight and passengers bound westward or eastward to be transferred at Omaha; or to show cause why they did not obey the writ. To the alternative mandamus the railroad company put in a return, which was met by answer filed by the relators, and the case was heard by the Circuit Court on the facts stated in the writ, the return and the answer (the averments of the answer not being controverted) and a peremptory mandamus was ordered. It is of this final judgment that the plaintiffs in error now complain. The obligation of the Union Pacific Railroad Company to operate their road as a continuous line throughout its length is not denied. The company is a creation of Congressional leg-



relation. It was incorporated by the act of Congress July 1, 1862, (12 Stats., 489), and its powers and duties were prescribed by that act and others amendatory thereof. By the twelfth section it was enacted that the "whole of the railroad and branches and telegraph shall be operated and used for all purposes of communication, travel and transportation, so far as the public and Government are concerned, as one connected, continuous line," and a similar requisition was made in the fifteenth section of the amendatory act of July 2, 1864, (13 Stats. 356.) The contest in the case does not relate to the existence of this duty. It is principally over the question whether the railroad bridge over the Missouri River between Omaha, in Nebraska, and Council Bluffs, in Iowa, is a part of the Union Pacific Railroad; for if it is there can be no doubt that the company are required by law to use it in connection with and as a part of their entire road, operating all parts together as a continuous line. This question is answered in the affirmative; after an elaborate examination of the acts of Congress relating to the subject and the progress of the work under them, and it is accordingly determined that the western shore of Iowa was intended to be the terminus of the road. Else, it is asked, why was Iowa mentioned at all in the legislation? From the entire legislation on the subject it is decided that the road should be constructed to the Iowa shore, and be used as a continuous line. Hall and Morse are held to have been competent to apply for the injunction, and the decree is affirmed. Mr. Justice Strong delivered the opinion, Mr. Justice Bradley dissenting.

#### Value of Gold and Silver.

The following is the text of the joint resolution passed by Congress at its last session authorizing the appointment of a commission to inquire into the change which has taken place in the relative value of gold and silver coin, the causes thereof, and the effect thereof upon trade, commerce, etc., etc.:

That a commission is hereby organized and constituted, consisting of three members of the Senate and three members of the House, to be appointed by the Speaker, and experts, not exceeding three in number, to be selected and associated with them, with authority to determine the time and place of meeting, and whose duty it shall be—first, to inquire into the change which has taken place in the relative value of gold and silver, the causes thereof, and the effect thereof upon trade, commerce, finance and the productive interests of the country, and upon the standard value in this and foreign countries; second, into the policy of the restoration of the double standard in this country, and if restored, what the relations between gold and silver coins should be; third, into the policy of continuing legal tender notes concurrently with the metallic standard, and the effects thereof upon the labor industries and wealth of the country, and, fourth, into the best means of providing for facilitating the resumption of specie payments. And said commission is authorized to employ a stenographer, and shall report on or before the 15th day of January, 1877, with the evidence taken by them and such recommendations for legislation as they may deem proper.

In accordance with the above resolution the members of the commission, consisting of Senators Jones, Boutwell and Boggy, and Representatives Gibson, Bland and Willard, will organize in this city on the 11th inst. The three additional members will be selected from great commercial

centres, probably one from New York, one from Boston and one from the West. Most of the work of the commission will be done in this city, though a sub-committee may be sent to the Pacific coast. Careful inquiry will be made into the condition of silver in India, China and other foreign countries where it is largely used. Merchants and others who are posted upon the subject of silver and its requirements for trade, will be called before the commission and examined.

#### The Cold Straightening Process in the Manufacture of Rails.

A writer in the American Manufacturer, referring to the cold straightening process in the manufacture of rails, asserts that the practice is faulty. The physical construction of iron is not, he says, absolutely solid: it is, in fact, composed of particles which adhere by cohesion, induced by impact, the particles being thus imperfectly joined at best; their cohesion, moreover, it is well understood, is less in proportion as the temperature of the iron is increased, hence hot iron may be easily bent, while cold iron is very rigid, and hence, furthermore, any disturbance of the particles of iron when cold works a greater injury to their adhesive power or strength than the same degree of disturbance when hot. For this reason cold straightening is more injurious to a rail than straightening when hot, therefore that method should never be resorted to when it can be avoided. This writer also asserts: first, that sixty or one hundred foot rails cannot be hot-straightened perfectly; second, that cold straightening is injurious to the physical structure of the metal; third, that a higher per cent. of perfect rails can be made at thirty than sixty or one hundred feet; fourth, that thirty foot rails can be handled, shipped and put into position at less cost than the longer ones; the rail joints, too, can be made as serviceable and secure as any other part of the track.

#### Redemption of Five-Twenty Bonds.

TREASURY DEPARTMENT,  
September 1, 1876.

By virtue of the authority given by the Act of Congress, approved July 14, 1870, entitled an Act to authorize the refunding of the national debt, I hereby give notice that the principal and accrued interest of the bonds herein designated, known as "Five-Twenty Bonds," will be paid at the Treasury of the United States in the city of Washington on and after the first day of December, 1876, and that the interest on said bonds will cease on that day. That is to say coupon bonds, act of March 3d, 1865, dated Nov. 1st, 1865, as follows: Coupon bonds \$500, No. 501 to 8850, both inclusive; \$1000, No. 2801 to 14,550, both inclusive; \$7,000,000. Registered bonds, \$100, 1 to 200, both inclusive; \$500, 1 to 800, both inclusive; \$1,000, No. 1 to 500, both inclusive; \$5000, No. 642 to No. 1100, both inclusive; \$10000 No. 1 to 1150 both inclusive; \$3,000,000. Total, \$10,000,000. Of the amount outstanding embraced in the numbers as above, \$7,000,000 are coupon bonds and \$3,000,000 are registered bonds.

United States securities, forwarded for redemption, should be addressed to the "Loan Division Secretary's Office," and all registered bonds should be assigned to the Secretary of the Treasury, for redemption.

(Signed)

CHAS. F. CONANT,  
Acting Secretary.

The Baltimore Sun notices the arrival at that place from Philadelphia of eight sections of massive wrought iron columns, consigned to Bartlett, Robbins & Co., for the Peabody Institute.

#### Newspapers at the Centennial.

The Special Correspondent of the London Times says it would be difficult to find an apter illustration of the big way in which the Americans do things than that furnished by the "Centennial Newspaper Building," in the Exhibition grounds. Here you may see any one, or, if you like, all of the 8,129 newspapers published regularly in the United States, and see them, one and all, for nothing! You are not only permitted as a favor to see them, but invited, nay, pressed, to confer the favor of entering the building and calling for what paper you like. It is about as cool and agreeable a place—quite apart from its literary attractions—as a visitor to the Exhibition could wish to be offered a chair in. He may at first wonder how, among 8,000 papers, among them such mighty sheets as the New York Herald, he is to get at the small, loved print of his home, thousands of miles away, it may be, over the Rocky Mountains. But the management is so simple that, by consulting the catalogue, or even without the aid of the catalogue, any one can at once find whatever paper he wants. They are pigeon-holed on shelves in the alphabetical order of their States or Territories and their towns, the names of which are clearly labelled on the shelves. The proprietors of the Centennial Newspaper Building are advertising agents, the largest in all America—Messrs. G. P. Rowell & Co., of New York. Their enterprise will cost altogether about \$20,000, or \$4,000, including the building and the expenses of "running" it for six months. The 8,000 and odd American newspapers are declared, by the same authority, to exceed "the combined issues of all the other nations of the earth."

#### Interest on Tennessee State Bonds.

A letter from a banker in Nashville, Tenn., to a firm in Baltimore, gives some interesting views as to the feeling there is in regard to the payment of the coupons of July, 1875, the order for which has lately been issued. The writer says it is not believed that any Nashville banker or broker made a cent out of the movement, and mentions the coupons having sold a short time previous at 65 cents on the dollar. We quote:

"Whether it was known in New York or not of course we do not know. Our New York correspondent always attributed the rise in Tennessee bonds to the action of the Democratic State Convention in not recommending a reduction in the rate of taxation. It was generally thought here that nothing would be done until the meeting of the Legislature, and the determination to pay was, we think, a political move. The radical papers were asking what was done with the money collected for taxes, and why was the money not used in paying the interest, as the law directs? We believe there is no doubt whatever but that the interest will be paid on the day specified, for it would be ruinous to the Governor to recede from his position."

The Chicago, Milwaukee and St. Paul Railway Company has declared a dividend of \$3.50 per share on the preferred stock, payable at the office of the company, No. 55 William St., New York, on the 5th of October next.

The Chicago and Northwestern Railway Company has decided to build a branch line from Sleepy Eye, fifteen miles beyond New Ulm, in Brown County, Minnesota, to Redwood Falls, in Redwood county, a distance of thirty miles.

Officers of the Des Moines and Fort Dodge, Iowa, Railroad are prospecting for a branch from Dallas Center to Guthrie Center via Pappas,



## CITY PASSENGER RAILROAD SHARE AND BOND LISTS

## HORSE PASSENGER RAILROAD SHARE LIST

## PASSENGER RAILROAD BONDS.

Years ending	Length track equi. single	Horses and Drivers	Chas.	COMPANIES	Cost of Road and Equipment	Share Capital	Indebtedness		Earnings		Dividend paid Capital	Value of Shares		
							Bonded Debt	Floating Debt	Gross	Net		Par	Paid	Market
Sept. 30, '76	11.00	153	45	Albany.....N.Y.	221,500	200,000	72,500		131,000	38,717	100	100		
Sept. 30, '76	1.00			Albany st. Freight (B'kon). Mass.	49,238	75,000			1,999	158	100	100		
Sept. 30, '76	25.00	491	98	Atlantic Avenue (Bklyn). N.Y.	1,261,912	650,200	490,000	20,107	376,017	126,819	100	100		
Sept. 30, '76	9.81	704	106	Baltimore City (Balt.). Md.	1,000,000	1,000,000			616,539	221,900	100	100		
Sept. 30, '76	1.00	396	43	Bleeker St. & F.P. (N.Y.C.). N.Y.	1,801,795	900,000	697,000	49,107	246,785	61,992	100	100		
Sept. 30, '76	1.00			Boston and Chelsea.....Mass.	110,000	110,000			8,800	7,999	100	100		
Sept. 30, '76	13.83	310	60	Broadway (Brooklyn). N.Y.	478,576	200,000	210,000	40,659	226,486	53,616	100	100		
Sept. 30, '76	14.25	1200	147	B'way & 7th A.V. (N.Y.C.). N.Y.	3,907,099	2,100,000	1,500,000	286,159	1,004,802	268,261	100	100		
Sept. 30, '76	8.25	9	32	Brooklyn, Bath & Coney I. N.Y.	286,106	80,000			47,051	Loss.	100	100		
Sept. 30, '76	89.00	1973	431	Brooklyn City.....N.Y.	2,460,056	2,000,000	800,000	70,000	1,469,316	321,341	13	10	10	
Sept. 30, '76	22.50	287	72	Brooklyn City & Newtown. N.Y.	879,359	400,000	55,710	196,743	59,363		100	100		
Sept. 30, '76	19.83	231	67	Brooklyn, Cross-Town.....N.Y.	719,866	805,400	300,000	2,336	178,988	37,348	100	100		
Sept. 30, '76	17.88	111	28	Brooklyn East Side.....N.Y.	414,238	28,000	238,000	140,838	62,332	9,991	100	100		
Sept. 30, '76	17.42	111	28	Buffalo street (Brooklyn). N.Y.	648,928	100,000	568,859	114,457	111,606	38,422	100	100		
Sept. 30, '76	11.00	134	32	Bushwick (Brooklyn). N.Y.	499,604	300,000	200,000		176,149	107,374	100	100		
Sept. 30, '76	30.30			Cambridge (Boston). Mass.	824,300	824,300	150,000		77,187	77,187	100	100		
Sept. 30, '76	4.92	149	30	Central Cross-Town. N.Y. City	847,040	600,000	200,000	20,519	74,779	Deficit	100	100		
Sept. 30, '76	24.60	1108	131	Cent. P. & E.R. (N.Y.C.). N.Y.	4,076,700	1,076,700	1,200,000	10,759	772,315	183,266	100	100		
Sept. 30, '76	6.09	176	38	Christopher & Tenth st. N.Y. C.	768,500	650,000	68,500	1,507	93,112	5,617	100	100		
Oct. 31, '76	9.80	342	49	Citizens' (Phila.). Pa.	232,467	192,750			359,714	106,982	40	50	20	130
Oct. 31, '76	9.61	227	38	Citizens' (Pittsburg). Pa.	179,870	184,000	50,000	7,905	207,918	41,817	201	50	45	
Sept. 30, '76	16.03	248	58	Coney Island & Brooklyn. N.Y.	716,750	600,000	307,000	37,070	207,280	37,793	100	100		
Sept. 30, '76	11.25	376	131	Dry Dock, E.B. & B. (N.Y.C.). N.Y.	1,191,213	1,200,000	1,005,000		937,476	322,358	8	100	100	
Sept. 30, '76	10.31	107	113	Elm Street (N.Y. City). N.Y.	1,823,076	1,000,000	205,000	105,000	833,785	130,410	12	100	100	
Dec. 31, '76	7.69	92	17	Elm Street and Newark. N.J.	276,920	282,725			44,195	68,833	100	100		
Oct. 31, '76	6.57	82	20	Federal St. & P. Val. (Pha.). Pa.	156,719	100,000	75,000	10,000	72,901	8,639	25	25		
Sept. 30, '76	10.26	453	64	42d St. & Gr'd St. F. (N.Y.C.). N.Y.	1,054,679	745,000	238,000	49,922	348,096	56,907	9	100	100	
Oct. 31, '76	2.56	602	71	Frankford & Southwark (Ph.). Pa.	937,902	600,000	211,500		492,716	98,104	10	50	50	78
Oct. 31, '76	34.91	482	78	Germantown (Phila.). Pa.	772,305	539,514	106,500	21,600	471,319	103,017	7	50	50	83
Sept. 30, '76	8.77	183	27	Gr'd St. & Newtown (Bk'n). N.Y.	321,840	170,000	90,000	6,100	95,236	24,405	100	100		
Sept. 30, '76	8.50	179	44	Gr'd St. Prosp. & Flatbush. N.Y.	460,593	200,000	200,000	102,427	77,578	2,700	100	100		
Oct. 31, '76	7.94	241	43	Green and Coates st. (Phila.). Pa.	262,912	150,000	100,000	6,500	211,719	61,322	27	50	15	501
Sept. 30, '76	11.95	139	26	Harlem Br. Morr. & F'dham. N.Y.	287,502	299,100	144,000		97,966	5,964	100	100		
Sept. 30, '76	11.84	321	66	Hous. W. st. & P'onia Fy. N.Y.	717,250	238,750	478,500		238,493	50,400	100	100		
Oct. 31, '76	13.22	471	76	Hest. Mant. & F'mount (Ph.). Pa.	402,727	300,000	125,000	21,731	358,918	93,106	16	50	25	261
Sept. 30, '76	6.50	264	38	Highland (Boston). Mass.	450,083	220,000	120,000	128,222	227,438	41,250	8	100	100	
Sept. 30, '76	10.75	66	22	Jamaica, Wood'n & Bklyn. N.Y.	100,000	100,000			22,019	594	100	100		
Oct. 31, '76	8.99	183	22	Lombard and South st. (Ph.). Pa.	179,807	125,000	62,50		109,882	21,309	12	50	121	13
Sept. 30, '76	7.50	7	1	Long Island City Shore. N.Y.	165,000	75,000	90,000		20,761	3,337	100	100		
Sept. 30, '76	6.09	50	12	Lowell Horse.....Mass.	100,000	93,100		7,762	33,927	4	100	100		
Sept. 30, '76	12.79	252	37	Lynn and Boston.....Mass.	291,296	200,000	50,000	61,017	166,496	15,587	100	100		
Sept. 30, '76	9.50			Malden and Melrose.....Mass.	60,246	165,500	15,000				100	100		
Sept. 30, '76	8.21	90	15	Merrimac Valley.....Mass.	79,770	50,000			33,422	2,615	100	100		
Sept. 30, '76	47.50	1317	268	Metropolitan (Boston). Mass.	2,703,761	1,600,000	743,442	326,245	1,126,707	219,958	7	100	100	8
Sept. 30, '76	16.03	812	63	Middlesex (Boston). Mass.	733,080	600,000	376,000	163,168	249,821	84,506	6	100	100	821
Sept. 30, '76	8.86	52	32	Naumkeag.....Mass.	207,197	150,000	35,900	1,900	32,060	2,792	100	100		
Sept. 30, '76	3.32	35	8	New Bedford & Fairhaven. Mass.	81,068	50,000	30,190	23,275	2,457		100	100		
Sept. 30, '76	4.20	52	12	New York Elevated.....N.Y.	1,077,522	798,300	771,000	108,322	93,467	def. 477	100	100		
Sept. 30, '76	7.50	200		New York and Flatbush. N.Y.	328,568	300,000			65,358	3,197	100	100		
Sept. 30, '76	1.00	124	20	Ninth Avenue (N.Y. City). N.Y.	990,422	799,200	207,000	20,963	106,330	13,432	100	100		
Sept. 30, '76	11.16	241	29	North 2d St. & Middle Vil. N.Y.	242,310	142,100	125,000	2,348	148,351	69,979	100	100		
Dec. 31, '76	13.09	140	47	Orange and Newark.....N.J.	1,041,187	290,000	700,000	156,420	222,901	31,077	100	100		
Sept. 30, '76	14.40	97	42	Park Avenue (Brooklyn). N.Y.	412,095	200,000	300,000		128,715	31,978	100	100		
Oct. 31, '76	9.83	21	12	People's (Scranton). Pa.	162,719	150,000	15,000		42,108	13,108	8	100	100	
Oct. 31, '76	6.09	641	13	People's (Pottsville). Pa.	152,114	100,000	35,000	8,107	28,591	1,006	50	20		
Oct. 31, '76	12.70	119	119	Philadelphia City (C. & W.). Pa.	798,912	500,000	200,000	69,108	569,367	123,409	20	50	25	88
Oct. 31, '76	6.72	151	15	Philadelphia and Darby. Pa.	326,869	200,000	100,000		24,000	8	20	20		
Oct. 31, '76	13.17	137	22	Philadelphia & Gray's Ferry. Pa.	311,718	300,000	6,500	32,700	131,718	41,718	10	50	30	32
Oct. 31, '76	7.75	121	40	Pgh. Allegheny & Manchest. Pa.	392,718	800,000	100,000		171,319	45,310	8	50	50	
Oct. 31, '76	6.50	182	20	Pittsburgh and Birmingham. Pa.	190,322	150,000	50,000		81,310	13,108	50	37		
Oct. 31, '76	16.00	71	29	Pgh. Oakland & E. Liberty. Pa.	191,927	150,000	45,000	67,400	59,172		100	100		
Dec. 31, '76	7.13	40	18	Portland.....Me.	175,000	157,000		1,000	49,863	4,791	100	100		
Sept. 30, '76	5.00	212	13	Poughkeepsie City.....N.Y.	131,702	75,705	27,000	33,906	25,548	2,643	100	100		
Sept. 30, '76	16.76	290	44	Prospect Park & Coney I. N.Y.	1,011,126	600,000	500,000	3,224	151,178	43,339	100	100		
Dec. 31, '76	14.12	156	64	Ridge Avenue (Ph.). Pa.	423,951	450,000	58,430		249,316	61,102	10	50	30	60
Sept. 30, '76	17.00	1109	47	Rochester and Brighton.....N.Y.	263,509	100,000	138,000	32,450	122,807	45,789	100	100		
Sept. 30, '76	22.00	683	159	Second Avenue (N.Y. City). N.Y.	2,547,402	1,195,500	1,317,000	45,000	780,147	135,657	8	100	100	
Oct. 31, '76	41.68	301	38	2d and 3d street (Phila.). Pa.	822,901	671,578	100,000		571,222	102,513	17	50	31	85
Oct. 31, '76	7.50	107	35	17th and 19th street (Phila.). Pa.	209,487	100,000	100,000	10,000	249,608	70,314	12	50	16	38
Sept. 30, '76	10.36	38	112	Sixth Avenue (N.Y. City). N.Y.	2,387,038	750,000	415,000	830,000	836,910	162,890	10	100	100	
Sept. 30, '76	6.50	106	26	South Boston.....Mass.	548,208	450,000	26,268		306,565	85,976	7	100	614	
Sept. 30, '76	1.74			South Brooklyn & Park.....N.Y.	114,774	150,000	100,000	26,642	47,241	6,210	100	100		
Sept. 30, '76	6.99	38	9	South Ferry.....N.Y.	280,111	150,000	137,000	22,500	31,791	6,496	100	100		
Sept. 30, '76	5.00	40	13	Springfield.....Mass.	90,912	50,000			26,922	792	100	100		
Sept. 30, '76	2.53	24	6	Staten Island.....N.Y.	31,000	31,000			18,288	Deficit	100	100		
Sept. 30, '76	2.23	22	10	Stoneham street (Boston). Mass.	42,969	33,000			2,144	1,729	6	100	100	
Sept. 30, '76	2.90	17	6	Syracuse and Geddes.....N.Y.	32,286	25,000	25,000		15,619	2,614	8	100	100	
Sept. 30, '76	4.32	32	8	Syracuse and Onondaga.....N.Y.	51,267	37,000	5,000		14,382	3,796	100	100		
Oct. 31, '76	9.20	342	49	Taunton.....Mass.	57,198	40,000		9,000	17,436	985	100	100		
Oct. 31, '76	10.75	251	37	10th & 11th st. (Citizens'). Pa.	232,467	192,750			359,714	106,982	40	50	20	125



## RAILROAD EARNINGS—MONTHLY.

Atchison, Top. & San. Fe: January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1875.....	68,659	78,410	104,051	112,474	107,644	104,437	113,450	.....	.....	.....	.....	.....
1876.....	117,417	144,132	180,246	197,000	213,996	189,370	194,000	.....	.....	.....	.....	.....
Central Pacific:												
1873.....	852,860	694,015	939,778	1,129,469	1,373,675	1,301,202	1,214,551	1,251,622	1,392,125	1,375,470	1,228,751	13,919,394
1874.....	848,558	804,044	882,493	1,110,223	1,311,699	1,366,615	1,286,940	1,322,557	1,371,739	1,465,515	1,381,766	14,522,814
1875.....	963,933	906,159	1,136,263	1,366,984	1,798,469	1,738,370	1,536,235	1,553,014	1,567,622	1,615,974	1,519,836	17,035,093
1876.....	961,000	1,000,000	1,133,000	1,468,000	1,700,000	1,639,000	1,507,000	.....	.....	.....	.....	.....
Canada Southern:												
1875.....	67,487	41,501	82,355	106,755	102,546	95,599	104,897	.....	.....	.....	.....	.....
1876.....	123,742	141,161	165,431	168,452	123,088	111,008	108,787	.....	.....	.....	.....	.....
Chicago and Alton:												
1873.....	347,372	396,307	420,893	409,472	430,184	475,819	540,342	596,708	560,858	564,633	410,907	5,497,541
1874.....	344,420	339,876	362,342	384,335	397,683	496,815	464,438	480,056	524,042	550,950	416,544	5,126,238
1875.....	319,928	328,219	363,627	367,956	351,004	382,233	387,445	411,960	490,283	489,019	395,779	4,656,764
1876.....	320,392	332,055	353,719	353,530	442,457	441,390	397,269	494,272	.....	.....	.....	.....
Chicago and Northwestern:												
1873.....	752,469	765,249	967,258	1,034,023	1,256,972	1,309,579	1,249,445	1,316,327	1,520,638	1,516,583	1,075,908	13,816,465
1874.....	1,014,514	900,765	1,024,061	1,080,193	1,290,596	1,163,522	1,011,685	1,118,370	1,254,255	1,407,975	1,065,726	13,361,689
1875.....	825,469	671,784	970,064	1,024,389	1,164,459	1,052,890	1,257,892	1,098,634	1,206,806	1,409,168	1,196,333	12,811,227
1876.....	808,842	864,627	944,450	919,978	1,090,753	.....	.....	.....	.....	.....	.....	.....
Chicago, Mil. & St. Paul:												
1873.....	334,715	423,716	555,287	574,258	805,802	929,211	834,341	767,871	1,193,210	1,012,741	771,780	9,046,124
1874.....	654,426	657,497	576,271	742,051	964,930	886,709	749,215	704,373	798,859	862,153	694,250	8,953,017
1875.....	466,101	323,273	502,765	639,669	718,465	742,169	842,395	630,516	741,206	974,262	927,030	8,265,744
1876.....	527,000	518,000	567,388	650,994	819,853	877,571	685,753	569,482	.....	.....	.....	.....
Clev., Col., Cin. & Ind.:												
1873.....	363,921	413,043	448,924	413,443	436,459	411,260	393,806	465,503	466,796	423,893	327,804	4,887,448
1874.....	378,408	292,730	328,537	352,993	317,881	345,188	338,572	418,721	387,376	409,237	353,564	4,248,606
1875.....	377,140	255,239	301,666	304,424	303,689	285,947	291,386	306,105	383,550	364,738	367,295	3,774,217
Erie:												
1873.....	1,332,994	1,294,076	1,460,174	1,548,813	1,775,324	1,463,961	1,550,023	1,525,243	1,643,464	1,743,752	1,704,374	18,694,096
1873.....	1,326,505	1,329,422	1,515,382	1,541,958	1,754,821	1,717,593	1,484,894	1,320,756	1,879,764	1,825,630	1,529,307	19,548,617
1874.....	1,455,210	1,286,511	1,430,911	1,556,922	1,646,139	1,648,988	1,545,380	1,546,175	1,605,138	1,690,196	1,447,666	18,136,787
1875.....	1,164,975	1,101,631	1,074,743	1,423,386	1,556,521	1,570,470	1,534,098	1,497,529	1,538,089	.....	.....	.....
Hannibal & St. Joseph:												
1875.....	94,532	116,286	138,779	147,439	125,890	122,455	113,131	.....	.....	.....	.....	.....
1876.....	142,968	156,111	174,335	148,573	141,289	141,426	138,087	.....	.....	.....	.....	.....
Illinois Central:												
1872.....	637,430	531,627	575,393	559,871	648,956	659,363	609,846	783,255	744,782	881,693	696,475	8,026,754
1873.....	602,241	597,429	660,759	553,912	635,459	742,600	684,840	769,748	884,485	797,121	636,039	8,268,325
1874.....	583,998	517,674	561,793	586,962	672,234	692,416	627,454	711,969	758,536	838,307	668,943	7,900,731
1875.....	591,031	481,681	595,519	610,459	604,881	602,505	715,899	613,446	718,101	816,508	773,092	7,802,556
1876.....	588,446	608,126	605,494	546,082	585,969	614,484	482,003	.....	.....	.....	.....	.....
Kansas Pacific:												
1873.....	189,606	191,738	300,783	322,875	341,843	322,559	329,838	357,302	349,468	449,418	314,513	3,693,183
1873.....	150,567	194,756	300,719	352,300	332,764	312,614	323,231	328,189	333,785	392,510	265,217	3,498,160
1874.....	170,349	178,429	245,774	292,143	316,647	316,379	293,247	.....	.....	.....	.....	.....
Lake Shore & Mich. South'n:												
1871.....	1,090,039	1,082,656	1,320,092	1,225,281	1,201,783	1,148,481	1,140,388	1,304,253	1,377,653	1,410,867	1,353,382	14,898,449
1872.....	1,349,275	1,302,139	1,504,478	1,536,193	1,489,333	1,332,727	1,235,145	1,472,074	1,643,640	1,774,821	1,567,875	17,699,935
1873.....	1,445,230	1,600,933	1,774,138	1,709,880	1,663,040	1,604,448	1,446,956	1,566,914	1,791,376	1,785,186	1,433,735	19,414,509
1874.....	1,569,750	1,363,355	1,491,280	1,518,123	1,373,678	1,335,319	1,235,831	1,414,819	1,532,602	1,589,497	1,335,892	17,146,131
1875.....	1,163,564	1,037,518	1,287,841	1,275,664	1,100,142	1,055,699	1,079,808	1,178,384	1,306,826	1,392,487	1,275,965	12,930,371
Michigan Central:												
1872.....	411,113	384,058	449,453	485,550	487,282	398,300	402,084	460,101	536,603	641,907	487,603	5,608,117
1873.....	379,836	440,261	567,314	556,180	542,058	480,028	457,853	452,330	617,291	537,031	506,804	6,089,534
1874.....	555,709	438,037	487,871	551,932	559,284	468,908	413,302	484,792	552,484	609,888	525,480	6,129,555
1875.....	500,902	441,623	611,211	600,066	556,789	491,823	462,231	534,001	.....	.....	.....	.....
1876.....	518,567	548,669	593,981	610,543	629,348	533,170	430,625	542,772	.....	.....	.....	.....
Mo., Kan. & Texas:												
1873.....	200,639	224,393	256,719	258,871	250,935	249,343	301,318	336,823	399,939	370,710	309,028	3,444,321
1874.....	266,333	230,371	262,801	214,011	224,589	237,425	245,595	288,999	313,500	.....	.....	.....
1875.....	198,099	204,539	233,095	192,471	187,091	221,444	211,735	.....	.....	.....	.....	.....
1876.....	256,459	254,722	245,814	214,788	212,928	233,126	224,308	.....	.....	.....	.....	.....
Ohio and Mississippi:												
1873.....	283,605	291,630	338,725	338,709	307,520	290,470	271,314	300,895	379,105	322,532	265,242	3,654,667
1874.....	266,039	243,167	304,842	298,665	268,807	292,546	282,642	311,140	366,131	382,544	398,575	3,618,776
1875.....	245,989	244,983	309,908	273,441	257,971	256,772	237,813	257,770	.....	.....	.....	.....
1876.....	315,795	293,039	314,382	306,637	313,070	304,846	247,646	292,897	.....	.....	.....	.....
Philadelphia and Reading:												
1871.....	506,367	423,045	644,506	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	12,500,664
1872.....	657,318	645,090	823,683	1,044,251	1,116,387	1,167,008	1,071,407	1,142,241	1,190,695	1,322,847	1,127,030	12,199,748
1873.....	742,041	745,100	1,258,470	1,379,009	1,308,450	1,382,096	1,321,543	1,446,247	1,547,475	1,486,091	1,324,348	14,990,006
1874.....	683,128	737,381	1,190,388	1,321,509	1,433,450	1,373,229	895,453	1,066,632	1,468,807	1,857,429	1,375,639	14,361,121
1875.....	447,172	417,644	575,740	650,270	689,193	917,514	1,555,974	1,631,339	1,656,258	1,722,954	1,438,733	.....
St. Louis, I. Mt. & South'n:												
1873.....	145,834	152,054	224,449	207,627	254,927	216,223	200,575	223,714	244,967	238,198	309,622	2,539,538
1874.....	243,915	211,409	226,288	214,620	251,509	238,608	235,250	254,230	292,216	358,776	250,860	3,385,000
1875.....	250,790	281,911	275,910	264,560	275,147	294,631	226,241	.....	.....	.....	.....	.....
1876.....	352,200	312,500	295,000	275,400	264,900	262,300	253,500	.....	.....	.....	.....	.....
St. Louis, Kans. C. & North'n:												
1875.....	208,088	196,155	243,991	220,693	188,083	178,332	153,497	248,836	.....	.....	.....	.....
1876.....	246,098	282,879	271,230	234,002	237,354	228,720	216,916	255,688	.....	.....	.....	.....
Toledo, Peoria and Warsaw:												
1875.....	71,437	61,809	72,805	74,809	70,592	77,963	.....	113,019	.....	.....	.....	.....
1876.....	99,208	112,240	102,737	118,043	125,209	135,928	.....	143,471	.....	.....	.....	.....
Union Pacific:												
1869.....	.....	.....	.....	.....	797,948	706,602	623,560	617,688	758,467	999,665	837,388	7,168,229
1870.....	528,529	500,139	539,238	706,603	802,586	746,450	643,059	664,051	728,521	719,693	570,168	5,065,063
1871.....	479,573	373,925	499,899	594,540	724,466	738,174	673,693	681,865	800,402	777,362	7080	



## NATIONAL AND STATE SECURITIES.

Interest.								Interest.							
Amounts outstanding.				Payable.				Payable.				Amounts outstanding.			
	Rate.	When Payable.	Market Price.		Rate.	When Payable.	Market Price.		Rate.	When Payable.	Market Price.		Rate.	When Payable.	Market Price.
<b>National Securities, Sept. 1, 1976.</b>															
Loan of June 14, 1888.....registered	\$280,000	5	Jan. & July.	1874	5	Jan. & July.	1874	117 1/2	Massachusetts—(\$29,466,204):	5	Jan. & July.	1894	5	Jan. & July.	1894
Loan of February 8, 1861.....registered	13,795,000	6	Jan. & July.	1880	6	Jan. & July.	1880	118	.. Lunatic Hospital Loan, 1874.....	5	Jan. & July.	1894	5	Jan. & July.	1894
.. coupon	4,620,000	6	Jan. & July.	1881	6	Jan. & July.	1881	117 1/2	.. Harbor Land Improvement bonds, 1874	5	Jan. & July.	1894	5	Jan. & July.	1894
Oregon War Bonds of March 2, 1861.....coupon	945,000	6	Jan. & July.	1881	6	Jan. & July.	1881	118	.. Back Bay Land bonds, 1861 and 1862..	5	May & Nov.	1880	5	May & Nov.	1880
Loan of July 17, and Aug. 6, 1861.....registered	128,133,100	6	Jan. & July.	1881	6	Jan. & July.	1881	117 1/2	.. Union Defense Loan, 1861.....	5	Jan. & July.	1881	5	Jan. & July.	1881
.. coupon	63,188,250	6	Jan. & July.	1881	6	Jan. & July.	1881	118	.. Union Defense Loan, 1862.....	5	June and Dec.	1883	5	June and Dec.	1883
Loan of Feb. 25, 1892 (5-20s).....registered	53,720,250	6	May & Nov.	1882	6	May & Nov.	1882	118	.. Coast Defense Loan, 1863.....	5	Jan. and July.	1883	5	Jan. and July.	1883
.. coupon	21,279,750	6	May & Nov.	1882	6	May & Nov.	1882	118	.. Bounty Fund Loan, 1863 and 1864.....	5	"	1894	5	"	1894
Loan of March 3, 1863.....registered	53,720,250	6	Jan. & July.	1881	6	Jan. & July.	1881	117 1/2	.. War Fund Loan, 1869.....	5	"	1899	5	"	1899
.. coupon	21,279,750	6	Jan. & July.	1881	6	Jan. & July.	1881	118	.. Troy & Greenfield R.R. & Tunnel Loan.	5	Various.	1884-94	5	Various.	1884-94
Loan of March 3, 1864 (5-20s).....registered	53,720,250	6	"	Nov.	6	"	Nov.	1884	.. B. H. & Erie R. R. Loan.....	5	Jan. & July.	1900	5	Jan. & July.	1900
.. coupon	21,279,750	6	"	"	6	"	"	1884	Michigan—(\$1,684,000):	6	"	1878	6	"	1878
Loan of June 30, 1864 (5-20s).....registered	53,720,250	6	"	"	6	"	"	1884	.. Renewal Loan bonds, 1858.....	6	"	1878	6	"	1878
.. coupon	21,279,750	6	"	"	6	"	"	1884	.. Two Million Loan bonds, 1863.....	6	"	1878-83	6	"	1878-83
Loan of March 3, 1866 (5-20s).....registered	53,720,250	6	May & Nov.	1885	6	May & Nov.	1885	117 1/2	.. War Bounty Loan bonds, 1866.....	7	May & Nov.	1890	7	May & Nov.	1890
.. coupon	21,279,750	6	May & Nov.	1885	6	May & Nov.	1885	117 1/2	Minnesota—(\$2,755,000):	7	Jan. & July.	1877-79	7	Jan. & July.	1877-79
.. 2d series (5-20s).....registered	141,418,000	6	Jan. & July.	1886	6	Jan. & July.	1886	118	.. State Buildings Loan, 1867 to 1869.....	7	"	1883-03	7	"	1883-03
.. 3d series (5-20s).....registered	93,804,950	6	Jan. & July.	1887	6	Jan. & July.	1887	118	.. State Buildings Loan, 1873, coupon.....	7	"	1887	7	"	1887
.. 4th series (5-20s).....registered	216,817,800	6	Jan. & July.	1888	6	Jan. & July.	1888	118	.. Railroad Aid bonds, 1858, (repudiated).	7	"	1887	7	"	1887
.. 5th series (5-20s).....registered	16,078,500	6	Jan. & July.	1888	6	Jan. & July.	1888	118	Missouri—(\$17,839,000):	6	"	1881	6	"	1881
.. 6th series (5-20s).....registered	22,296,800	6	Jan. & July.	1888	6	Jan. & July.	1888	118	.. State Debt Proper, 1865 and 1868.....	6	"	1888	6	"	1888
.. 7th series (5-20s).....registered	141,816,800	6	Mar. & Sept.	1904	6	Mar. & Sept.	1904	118	.. Consolidation bonds, 1868.....	6	"	1888	6	"	1888
.. 8th series (5-20s).....registered	220,174,400	6	F. M. A. & N.	1881	6	F. M. A. & N.	1881	118	.. Funding Bonds, 1874.....	6	"	1888	6	"	1888
.. 9th series (5-20s).....registered	297,319,750	6	"	1881	6	"	1881	118	.. Railroad Aid bonds, 1863-66.....	6	"	1888	6	"	1888
Debt matured and without interest.....(var.)	3,021,210	3	"	Due.	3	"	Due.	1875	.. State Institution bonds, 1872 to 1874.....	6	"	1888	6	"	1888
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	3	"	Irred.	3	"	Irred.	1875	Nevada—(\$160,000):	10	Mar. & Sept.	1881	10	Mar. & Sept.	1881
Certificates of Indebtedness 1870.....(cur.)	64,623,612	4	"	1875	4	"	1875	127	.. Bonds funding floating debt, 1871.....	10	Mar. & Sept.	1881	10	Mar. & Sept.	1881
Pacific R. R. Bonds (registered).....(currency)	869,401,337	6	Jan. & July.	1899-99	6	Jan. & July.	1899-99	127	New Hampshire—(\$3,724,100):	6	Jan. & July.	1875-78	6	Jan. & July.	1875-78
United States Notes.....	81,355,811	6	"	1881	6	"	1881	118	.. War Loan Bonds, of 1861.....	6	Mar. & Sept.	1874-89	6	Mar. & Sept.	1874-89
Fractional Currency.....	81,355,811	6	"	1881	6	"	1881	118	.. War Loan Bonds, of 1864.....	6	Jan. & July.	1879-80	6	Jan. & July.	1879-80
<b>State Securities, latest dates.</b>															
Alabama—(\$21,870,810):		75	May & Nov.	1881-92	75	May & Nov.	1881-92	32	.. Equalization (Municipal) bonds, 1872.....	6	"	1879-80	6	"	1879-80
.. Bonds (old), extended.....	2,582,800	75	Jan. & July.	1881-93	75	Jan. & July.	1881-93	32	New Jersey—(\$2,496,300):	6	"	1876-84	6	"	1876-84
.. Bonds (new), 1866, '68 '72 and '73.....	2,212,700	8	"	1894	8	"	1894	10	.. War Loan (tax free) bonds, 1861.....	6	"	1876-84	6	"	1876-84
.. Bonds (new), 1874.....	341,000	7	"	1894	7	"	1894	10	.. War Loan (tax free) bonds, 1863.....	6	"	1876-84	6	"	1876-84
.. R. R. Loans (\$2,300,000) & endorsements.	15,081,000	8	"	1894	8	"	1894	10	.. War Loan bonds, 1864.....	6	"	1876-84	6	"	1876-84
Arkansas—(\$12,738,086):		6	Jan. & July.	1889	6	Jan. & July.	1889	29	New York—(\$29,776,787):	7	"	1877	7	"	1877
.. Bonds (Funding), 1869 and 1870.....	3,050,000	7	"	1890	7	"	1890	10	.. Bounty Loan bonds, coupon.....	7	"	1877	7	"	1877
.. Levee bonds (warrants), 1871.....	1,400,000	7	"	1890	7	"	1890	10	.. Bounty Loan bonds, registered.....	7	"	1877	7	"	1877
.. Deficiency Bonds, 1872.....	300,000	7	"	1890	7	"	1890	10	.. State (Deficiency) Stock, '88, part at will	6	J. A. J. & O.	1878	6	J. A. J. & O.	1878
.. Bonds (for \$2,500,000), 1876.....	5,800,000	7	"	1890	7	"	1890	15	.. Canal Stock (old).....	6	June & Dec.	1877	6	June & Dec.	1877
.. Railroad Aid bonds, 1869 and 1870.....	175,500	7	Jan. & July.	1877-80	7	Jan. & July.	1877-80	115	.. Canal Stock, 1872.....	6	Jan. & July.	1887	6	Jan. & July.	1887
California—(\$3,386,500):		7	"	1883	7	"	1883	115	.. Canal Stock, 1873.....	6	"	1887	6	"	1887
.. Civil (R. F.) bonds, 1857 and 1860.....	195,500	7	"	1885	7	"	1885	115	.. Canal Stock, 1873.....	6	"	1887	6	"	1887
.. Relief Fund bonds, 1863.....	500,000	6	"	1898	6	"	1898	115	.. Canal Stock, 1874.....	6	April & Oct.	1891	6	April & Oct.	1891
.. State Capital bonds, 1870 to 1872.....	2,801,000	6	"	1898	6	"	1898	115	North Carolina—(\$28,419,046):	6	Jan. & July.	1875-86	6	Jan. & July.	1875-86
.. Funding bonds, 1873.....	2,801,000	6	"	1898	6	"	1898	115	.. Railroad and Improvement (old) bonds.	6	April & Oct.	1875-86	6	April & Oct.	1875-86
Connecticut—(\$6,014,000):		6	Jan. & July.	1881	6	Jan. & July.	1881	107 1/2	.. Railroad and Improvement (old) bonds.	6	Jan. & July.	1875-86	6	Jan. & July.	1875-86
.. War Loan bonds (10-20 yrs), 1861.....	508,000	6	Jan. & July.	1881	6	Jan. & July.	1881	107 1/2	.. Railroad and Improvement (new) bonds.	6	April & Oct.	1875-86	6	April & Oct.	1875-86
.. War Loan bonds (20 yrs), 1863 and '64.....	2,195,500	6	April & Oct.	1884	6	April & Oct.	1884	107 1/2	.. Railroad and Improvement (new) bonds.	6	Jan. & July.	1875-86	6	Jan. & July.	1875-86
.. War Loan bonds (10-30 yrs), 1864.....	508,500	6	April & Oct.	1884	6	April & Oct.	1884	107 1/2	.. Funding (new) bonds, 1866.....	6	Jan. & July.	1875-86	6	Jan. & July.	1875-86
.. War Loan bonds (30 yrs), tax free, 1865.	1,741,100	6	"	1885	6	"	1885	107 1/2	.. Funding (new) bonds, 1868.....	6	April & Oct.	1875-86	6	April & Oct.	1875-86
Delaware—(\$1,231,000):		6	Jan. & July.	1885	6	Jan. & July.	1885	107 1/2	.. Special Tax bonds.....	6	"	1875-86	6	"	1875-86
.. State bonds to railroads, etc.....	1,231,000	6	Jan. & July.	1885	6	Jan. & July.	1885	107 1/2	Ohio—(\$7,983,208):	6	Jan. & July.	1875	6	Jan. & July.	1875
District of Columbia—(\$12,790,000):		6	Jan. & July.	1892	6	Jan. & July.	1892	72 1/2	.. Loan (sinking fund), 1850.....	6	"	1881	6	"	1881
.. Improvement (gold) bonds, 1872.....	4,000,000	6	Jan. & July.	1892	6	Jan. & July.	1892	72 1/2	.. Loan (sinking fund), 1860.....	6	"	1881	6	"	1881
.. Improvement (cur.) bonds, 1873.....	790,000	6	Jan. & July.	1892	6	Jan. & July.	1892	72 1/2	.. Loan (sinking fund), 1866.....	6	"	1881	6	"	1881
.. Funding bonds, 1874, (guar. by U. S.).....	10,594,560	6	Feb. & Aug.	1924	6	Feb. & Aug.	1924	72 1/2	Oregon—(\$246,027):	7	"	1875-84	7	"	1875-84
Florida—(\$6,481,767):		7	Jan. & July.	1891	7	Jan. & July.	1891	101	.. Bounty and Relief bonds.....	7	"	1890	7	"	1890
.. State bonds, 1871.....	350,000	7	Jan. & July.	1891	7	Jan. & July.	1891	101	.. Willamette Canal and Lock bonds, 1870	7	"	1890	7	"	1890
.. Consolidated (gold) bonds of 1875.....	509,200	8	"	1903	8	"	1903	101	Pennsylvania—(\$24,568,635):	6	April & Oct.	1879	6	April & Oct.	1879
.. Loan (J.P. & Mob. R.R.) gold bonds, 1870	4,000,000	8	"	1903	8	"	1903	101	.. Inclined Plane Loan, of 1849.....	6	Jan. & July.	1882	6	Jan. & July.	1882
Georgia—(\$19,823,900):		6	Feb. & Aug.	1878-80	6	Feb. & Aug.	1878-80	95	.. Loan of April 1852, reg. and coup.....	6	Jan. & July.	1882	6	Jan. & July.	1882
.. Bonds, act March 12, 1866.....	3,600,000	7	Jan. & July.	1886	7	Jan. & July.	1886	104 1/2	.. Loans, May '62 & Apr. '62, reg. & coup.	6	Feb. & Aug.	1877	6	Feb. & Aug.	1877
.. Bonds (gold), act Sept. 1870.....	2,068,000	7	J. A. J. & O.	1890	7	J. A. J. & O.	1890	103							



Asterick (\*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due	Price	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due	Price
			When.	Where.						When.	Where.		
Adirondack:							Blue Ridge, (S. Car.):						
1st Mortgage.....	\$40,000	7	Jan. & July.	New York.	1886	....	1st Mort., guar. by State (gold) ..	4,000,000	7	Jan. & July.	Charleston.	1898	....
Alabama and Chattahoochee							Boston and Albany:						
1st Mortgage, guar. by Ala.....	5,200,000	8	Jan. & July.	New York.	1889	....	Currency bonds of Feb. 1, 1872.	5,000,000	7	Feb. and Aug.	Boston.	'91-'9	116
2d Mortgage.....	2,673,000	8	"	"	1889	....	Boston, Clinton and Fitchburg:						
Receivers' Bonds.....	1,200,000	7	"	"	"	....	1st Mortgage (Agricultural Br.)....	400,000	6	Jan. & July.	Boston.	1884	84
Alabama and Georgia:							1st Mortgage (Equalization).....	248,000	7	"	"	1889	92
1st Mortgage, guar. by Ala. & Ga.	16,000,000	8	Jan. & July.	New York.	1891	....	1st Mortgage (Consolidation)....	252,000	7	"	"	1890	96
Alabama Central:							Equipment Mortgage.....	360,000	5	Apr. and Oct.	"	1881	90
1st Mortgage.....	1,600,000	8	Jan. & July.	New York.	1901	....	Boston, Concord and Montreal:						
Albany and Susquehanna:							Sinking Fund Mortgage.....	543,000	6	Jan. and July.	Boston.	1889	92
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1888	113 1/2	Consol. Mortgage for \$2,000,000.	945,000	7	Apr. and Oct.	Boston.	1893	103
2d Mortgage.....	2,000,000	7	April & Oct.	"	1885	108		344,500	6	"	"	1898	"
3d Mortgage.....	434,000	7	May & Nov.	"	1881	100	Boston, Hartford and Erie:						
Albany Loan.....	933,000	6	"	"	1895		1st Mortgage (old).....	273,000	7	Mar. and Sept.	Boston.	1884	....
Alexandria and Fredericksburg:							1st Mortgage (Berdell).....	15,000,000	7	Jan. and July.	New York.	1900	104
1st Mortgage.....	1,000,000	7	June & Dec.	Philadelphia.	1898	....	1st Mortgage, guar. by Erie.....	5,000,000	7	"	"	1900	104
Allegheny Valley:							Mass. L. sec'd by \$4,000,000 Bex.)	3,600,000	7	"	"	1899	"
General Mortgage.....	3,967,000	7.5	Jan. & July.	New York.	1896	102	Boston and Lowell:						
Special Mortgage to Penn.....	3,500,000	6	January.	Harrisburg.	1900	92	Bonds (Wharf Purchase).....	200,000	6	Apr. and Oct.	Boston.	1879	101
1st M., E. R.R., guar. by Pa. R.R.	9,939,000	7	April & Oct.	Phil. or Lond.	1900	92	Bonds of 1872 for \$1,000,000....	999,300	7	"	"	1892	108
Funding Income (traffic guar.)	5,403,900	7	"	Pittsburg.	1894	45	Boston and Maine:						
American Central:							Bonds of 1893 (coup. and reg.)....	3,200,500	7	Jan. and July.	Boston.	'93-'94	110 1/2
1st Mort., guar. by C., B. & Q.	645,000	7	Jan. & July.	New York.	1878	104	Boston and New York Air Line:						
Androscoquin:							1st mortgage.....	600,000	7	Feb. and Aug.	New York.	1895	100 1/2
1st Mortgage (Bath Loan).....	425,000	6	Jan. & July.	Bath, Me.	1891	....	Boston and Providence:						
Arkansas Central (narrow gauge):							Bonds to purchase P., W. & B.R.d.	500,000	7	Jan. and July.	Boston.	1893	108 1/2
1st Mortgage.....	1,200,000	7	Jan. & July.	Lond. or Ama.	1891	....	Brunswick and Albany:						
Ashabula, Youngstown & Pitta:							1st Mort. (gold) vend. by Ga. tax fr.	3,630,000	6	Apr. and Oct.	New York.	1903	....
1st Mortgage.....	1,500,000	7	April & Oct.	New York.	1901	....	2d Mort. sinking fund gold.....	2,350,000	7	"	"	1893	"
2d Mortgage, Income.....	400,000	7	Jan. and July.	Pittsburgh.	1904	....	Buffalo, Bradford and Pittsburg:						
Atchison and Nebraska:							General Mortgage.....	580,000	7	Jan. & July.	New York.	1896	....
1st Mortgage.....	3,750,000	8	March & Sept.	Boston.	1896	....	Buffalo, Corry and Pittsburg:						
Atchison, Topeka and Santa Fe:							1st Mortgage.....	700,000	7	Jan. and July.	New York.	1886	....
1st Mortgage (gold).....	7,041,000	7	Jan. & July.	New York.	1899	84	Buffalo and Erie:						
Land Grant Mortgage (gold).....	3,374,500	7	April & Oct.	Boston.	1900	77 1/2	Mort. bonds (ass'd by LS&MS)	200,000	7	Jan. and July.	New York.	1882	....
1st Mort. (Wichita Br. traf. guar)	412,000	7	Jan. & July.	"	1902	....	Mort. bonds ( " " )	300,000	7	March & Sept.	"	1886	....
Consol. mort. gold (Oct. 1, 79)	2,074,000	7	"	"	1903	61	Mort. bonds ( " " )	3,000,000	7	Apr. and Oct.	"	1898	105
Consol. Second Mort. (gold).....	976,000	7	April & Oct.	N. Y. or Bosn.	1903	....	Buffalo and Jamestown:						
Land Income bonds.....	475,000	12	Jan. & July.	Boston.	....	105 1/2	1st Mortgage.....	1,000,000	6	"	New York.	1902	....
Atlanta and Richmond Air Line.							Buffalo, New York and Erie:						
1st Mortgage (guar. by Georgia).	4,248,000	8	Jan. & July.	New York.	1900	60	1st Mortgage (assumed by Erie)	2,000,000	7	June & Dec.	New York.	1877	94
Atlantic and Great Western:							Buffalo, New York & Phila:						
1st Mortgage (gold).....	14,922,200	7	Jan. & July.	N.Y. or Lond.	1902	....	1st Mortgage.....	2,298,000	6	Jan. & July.	New York.	1896	....
2d Mortgage (gold).....	10,173,679	7	March & Sept.	"	1902	....	2d Mortgage for \$1,000,000.....	281,500	10	"	"	1893	....
3d Mortgage (gold) Income.....	28,783,000	7	May & Nov.	"	1902	....	Burlington, Cedar Rapids & Minn:						
Atlantic and Gulf:							1st Mortgage, etc., skg. fund.....	5,430,000	7	May & Nov.	N. Y. & Lond.	1919	304
Consolidated 1st Mortgage.....	2,310,200	7	Jan. & July.	New York.	1887	....	1st Mort., (gold) Mill. Div.....	2,200,000	7	Feb. and Aug.	"	1902	....
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	"	1888	....	Burlington and Missouri River:						
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	"	"	1889	....	Land and R. R. Mortgage.....	4,660,250	7	April & Oct.	N. Y. & Bosn.	1893	110 1/2
Atlantic and Lake Erie:							Stock Bonds pref. 3d lien.....	322,500	8	Jan. & July.	Boston.	1879	....
1st Mort. (gold) for \$5,000,000....	....	7	Jan. & July.	New York.	1901	....	Stock (common) Bonds.....	308,000	8	April & Oct.	N. Y. & Bosn.	1879	100
Atlantic, Miss. and Ohio (423 m.)							Stock (common) Bonds.....	308,500	8	Jan. & July.	"	1894	106 1/2
1st Mortgage for \$15,000,000....	5,470,000	7	April & Oct.	New York.	1901	....	Stock (common) Bonds.....	499,500	8	"	"	1889	....
2d Mort. to State (no int. till '89)	4,000,000	....	"	"	"	....	Burlington and Mo. Riv. in Neb:						
Atlantic and Pacific:							1st Mortgage convertible.....	6,715,000	8	Jan. & July.	N. Y. & Bosn.	1894	102 1/2
Land Mortgage gold bonds.....	2,829,000	6	Jan. & July.	New York.	1888	....	Bonds convertible until 1892....	600,000	8	"	Boston.	1883	90 1/2
2d Mortgage for \$3,000,000 (gold)	2,015,500	6	May & Nov.	"	1891	....	Burlington and Southwestern:						
1st Mort. (So. Pac. R.R. assumed)	7,188,500	6	Jan. & July.	"	1888	61 1/2	1st Mortgage (\$20,000 per mile).	1,800,000	8	May & Nov.	Boston.	1891	....
1st Mort. (Central Div.) gold.....	1,190,000	6	May & Nov.	"	1891	....	Cairo and Fulton (Arkansas):						
1st Mort. (Central Div.) L. G.....	794,000	6	"	"	1901	....	1st Mort. (E. R. and lands) N.Y.	3,000,000	7	Jan. & July.	New York.	1891	....
Equipment Bonds.....	753,000	10	June & Dec.	"	1883	....	Cairo and St. Louis (3 ft. gauge):						
Income Bonds (for funding)....	529,600	6	"	"	1883	....	1st Mortgage.....	2,500,000	7	April & Oct.	New York.	1901	....
Land Debentures.....	800,000	10	J. A. J. & O.	"	1894	....	Cairo and Vincennes:						
Atlantic and St. Lawrence:							1st Mortgage, gold.....	3,500,000	7	April & Oct.	N. Y. & Lond.	1909	....
Sterling bonds (not Mort.) of 1858.	484,000	6	May & Nov.	L. A. B.	1878	....	2d Mortgage.....	1,500,000	7	Jan. & July.	"	1893	....
2d Mortgage (sterling) of 1864....	1,500,000	6	April & Oct.	"	1884	....	California Pacific:						
3d Mortgage (sterling) of 1871....	718,000	6	May & Nov.	"	1891	....	1st Mortgage, sinking fund.....	2,250,000	7	Jan. & July.	New York.	1889	....
Portland City Bonds, 1st M., a. f.	787,000	6	"	Portland.	1886	....	Extension, or 2d Mortgage.....	3,500,000	7	"	"	1889	....
Bald Eagle Valley:							First Income bonds.....	1,000,000	10	"	"	....	....
1st Mortgage.....	354,000	6	Jan. & July.	Philadelphia.	1881	....	2d Income, or double track b'ds	1,600,000	6	"	"	....	....
2d Mortgage.....	100,000	7	"	"	1884	....	Camden and Amboy:						
Baltimore and Ohio:							Loan of 1883.....	1,700,000	6	Feb. & Aug.	Philadelphia.	1883	105
Loan of 1880-'80.....	579,500	6	Jan. & July.	Baltimore.	1880	102 1/2	Loan of 1889.....	866,000	6	June & Dec.	Princeton.	1869	103
Loan of 1883-'85.....	1,710,000	6	April & Oct.	"	1885	107	Mortgage Loan of 1889.....	5,000,000	6	May & Nov.	Philadelphia.	1889	107
Loan of 1885-'90 (Balt.) skg. fd.	3,255,026	6	Jan. & July.	"	1890	....	Sterling Loan, S. F. (\$202,000).	1,286,080	6	Feb. & Aug.	London.	1896	....
Loan of 1870-'96 (etc.) skg. fund.	3,398,956	6	March & Sept.	London.	1895	....	Camden and Atlantic:						
Loan of 1872-1902 (etc.) S. F.....	9,193,852	6	"	"	1902	....	1st Mortgage.....	490,000	7	Jan. & July.	Philadelphia.	1895	105
Loan of 1874-1910 (etc.) S. F.....	9,576,000	6	May & Nov.	"	1910	....	2d Mortgage.....	500,900	7	April & Oct.	"	1879	104
Baltimore and Potomac:							Camden and Burlington County:						
1st Mort. (Tunnel) gold guar.....	1,500,000	6	Jan. & July.	Baltimore.	1911	....	Consolidated 1st Mortgage.....	350,000	6	Feb. & Aug.	Philadelphia.	1891	99
1st Mortgage (R. R.) gold guar....	3,000,000	6	April & Oct.	"	1911	....	Canada Southern:						
Bangor and Piscataquis:							1st Mort. (skg. fdg'd for \$9,000,000)	9,000,000	7	Jan. & July.	New York.	1908	52
1st Mortgage (Bangor loan).....	600,000	6	April & Oct.	Boston.	1899	....	Cape Girardeau and State Line:						
1st Mort. (Bangor loan) extens'n	120,000	7	"	"	1901	....	1st Mortgage (gold).....	1,000,000	7	Jan. & July.	"	1901	....
Bay City and East Saginaw:							Cape May and Millville:						
1st Mort. guar. by F. & P. Mrg. Co.	100,000	10	Jan. & July.	Detroit.	1886	....	2d Mort., guar. by W. Jersey R.R.	400,000	7	April & Oct.	Camden.	....	95
Bedford and Bridgeport:							Carbondale and Shawneetown:						
1st Mortgage.....	1,000,000	7	April & Oct.	Philadelphia.	1892	....	1st Mortgage.....	200,000	7	Jan. & July.	"	1902	....
Belfast and Moosehead Lake:							Carolina Central:						
1st Mortgage (gold).....	160,000	6	May & Nov.	Portland.	1890	....	1st Mortgage.....	3,000,000	6	Jan. & July.	New York.	1923	75
Bellefonte and Snow Shoe:							2d Mortgage-Income Bonds..	3,000,000	7	April & Oct.	"	1914	....
1st Mortgage.....	90,000	6	"	Philadelphia.	1883	....	1st Mort., guar. by C., B. and Q.	472,500	8	May & Nov.	New York.	1879	107 1/2
Belleville and Indiana:							Catawissa:						
1st Mort. assumed by C. C. & A. I.	463,000	7	Jan. & July.	New York.	1899	....	1st Mortgage (old).....	230,500	7	Feb. & Aug.	Philadelphia.	1883	....
Belleville and Southern Illinois:							1st Mortgage (new).....	1,300,000	7	"	"	1900	108 1/2
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	90	Chatel Mortgage.....	209,850	5	May and Nov.	"	'96-'99	....
Beolt and Madison (C. & N.W.):							Oayuga Lake:						
1st Mortgage (guaranteed).....	284,000	7	Jan. & July.	New York.	1888	....	1st Mortgage.....	800,000	7	June and Dec.	New York.	1901	75
Belvidere Delaware:							Oazenovia and Canastota:						
1st Mortgage ( guar. by C. & )	1,000,000	8	June & Dec.	New York.	1877	102 1/2	1st Mortgage, gold.....	250,000	7	Feb. & Aug.	New York.	1899	....
2d Mortgage ( A. Co. and )	499,500	6	March & Sept.	Philadelphia.	1885	103 1/2	Oeder Falls and Minnesota:						
3d Mortgage ( Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	100	1st Mort. (C. F. to Waverly)....	198,000	7	April & Oct.	New York.	1884	90 1/2
Bingham Canyon & Camp Floyd:							1st Mort. (W. to Minn. Line)...	1,394,000	7	Jan. & July.	"	1907	....
1st Mortgage.....	240,000	8	Jan. & July.	"	1903	....							



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable.		Due	Price	Description of Bonds.	Amount.	Rate	Interest Payable.		Due	Price
			When.	Where.						When.	Where.		
Cedar Rapids & Mo. Riv. (C. & N.W.):							Chicago, Iowa and Nebraska:						
1st Mortgage, 1st Div. \$10,000 p.m.	700,000	7	Feb. & Aug.	New York	1891	100	2d Mort. (now 1st) guar. C. & N.W.	568,240	7	Jan. & July.	Boston.	1890	100
1st Mortgage 2d Div. \$10,000 p.m.	582,000	7	"	"	1894	98 1/2	3d Mort. (now 2d) guar. C. & N.W.	211,560	7	Feb. & Aug.	New York.	1892	100
1st Mortgage 3d Div. \$10,000 p.m.	2,400,000	7	May & Nov.	"	1916	94 1/2	Chicago and Milwaukee Railway:						
Central Branch Union Pacific:							1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	105
1st Mort. (Atch. & Pike's Peak).	1,000,000	6	May & Nov.	New York.	1896	100	Chicago and Mich. Lake Shore:						
2d Mortgage Government's security.	1,900,000	6	Jan. & July.	"	1896	100	1st Mortgage.....	477,000	8	March & Sept.	Boston.	1889	100
Central of Georgia:							1st Mortgage.....	3,500,000	8	Jan. & July.	"	1890	100
General Mort. for \$5,000,000.....	2,287,000	7	Jan. & July.	N.Y. & Savan.	1893	100	1st Mortgage.....	1,350,000	8	May & Nov.	"	1891	100
Macon & West. (Atlanta D.) b'ds	150,000	7	April & Oct.	Savannah.	1890	100	1st Mortgage (on Branch).....	1,325,000	8	March & Sept.	"	1892	100
Central of Iowa:							Chicago, Milwaukee and St. Paul:						
1st Mortgage, gold, \$16,000 p.m.	8,700,000	7	Jan. & July.	New York.	1899	100	1st Mort. (Mil. and St. Paul R'y)	5,909,000	7	Jan. & July.	New York.	1893	101 1/2
2d Mortgage, gold, \$4,000 p.m.	925,000	7	April & Oct.	"	1901	100	2d Mort. ( " )	1,191,000	7	April & Oct.	"	1884	98
Central of L. L. (Flush., N.C. & C.):							1st Mort. (Chic. and Mil. Div.)	2,500,000	7	Jan. & July.	"	1903	98
1st Mortgage.....	1,275,000	7	May & Nov.	New York.	1889	100	1st Mort. (East. Div. Palmer)	647,000	8	May & Nov.	"	1874	98
Central of New Jersey:							1st Mort. (Iowa and Minn. Div.)	3,810,000	7	Jan. & July.	"	1897	93 1/2
Convertible bonds of 1872.....	4,475,000	7	May & Nov.	New York.	1902	77	1st Mort. (Minnesota Central)	190,000	7	"	"	1894	98
1st Mort. (New) for \$5,000,000.....	5,000,000	7	Feb. & Aug.	"	1890	109 1/2	1st Mort. (St. Paul Division)	4,000,000	7	"	"	1902	103
Newark Branch Bonds.....	600,000	7	Jan. & July.	"	1887	100	1st Mort. (Iowa and Dak. Div.)	837,000	7	"	"	1899	93
Loan of Loh. C. & Nav. Co. (ass'd)	2,310,000	6	"	Philadelphia.	1897	100	1st Mort. (Prairie du Chien Div.)	3,674,000	8	Feb. & Aug.	"	1898	117
Consol. Mort. for \$25,000,000.....	16,000,000	7	"	New York.	1899	90	2d Mort. ( " )	1,318,000	7	"	"	1898	98 1/2
Central Ohio (B. and O.):							1st Mort. (Hast. and Dak. Div.)	467,000	7	Jan. & July.	"	1902	90 1/2
1st Mortgage guaranteed.....	2,500,000	8	March & Sept.	Baltimore.	1890	100	1st Mort. (Mil. and Western)	234,000	7	Jan. & July.	"	1891	100
Central Pacific of California:							Real Estate Purchase.....	148,500	7	"	"	1883	100
1st Mort., 30 years bonds, (gold)	25,781,000	6	Jan. & July.	New York.	1885-99	110 1/2	Equipment and Bridge Bonds.....	248,000	10	June & Dec.	"	1883	100
Convertible 20 years bonds, gold	1,453,000	7	"	"	1883	103	Consol. Mort. for \$35,000,000.....	2,154,000	7	Jan. & July.	"	1906	88 1/2
State Aid B'ds (Int. by State) gold	1,500,000	7	"	Sacramento.	1884	108 1/2	Chicago and Northwestern:						
2d Mort. (Government's Subsidy)	25,886,000	6	"	U.S. Treasury	1885-99	99	Preferred sinking fund (193 m.)	1,238,700	7	Feb. & Aug.	New York.	1885	106 1/2
1st Mort. (Western Pacific) gold	2,735,000	6	"	New York.	1889	101	General 1st Mortgage (193 m.)	3,578,000	7	"	"	1885	106
1st Mort. (Calif. & Oregon) gold	7,291,000	6	"	"	1883	95	Funded coupons (193 m.)	740,300	7	May & Nov.	"	1883	104 1/2
1st Mort. (S. Fr., Okld. & Ala.)	600,000	8	"	"	1890	100	Appleton Ext. (23 m. & 76,000 ac.)	146,000	7	Feb. & Aug.	"	1885	90
1st Mort. (San Joaquin V.D.) gold	6,030,000	6	April & Oct.	"	1900	105 1/2	Green Bay Ext. (26m & 76,000 a.)	265,000	7	"	"	1885	90
Land bonds (Cen. Pac. Co.) gold	9,049,000	6	"	"	1890	97	1st Mort. (Gal. & Chi. U.) 243 m.	1,692,000	7	"	"	1882	167
Central Vermont:							Rigin and State Line.....	122,000	6	Jan. & July.	"	1878	100
1st Mort., Consol. (Vt. Central)	3,000,000	7	May & Nov.	Boston.	1886	91	Mississippi River Bridge.....	186,000	7	"	"	1884	100
2d Mort., Consol. ( " )	1,500,000	7	June & Dec.	"	1891	41	1st Mortgage (Peninsula)	328,000	7	March & Sept.	"	1899	101
1st Mort. (Stam., Sheff. and Ch.)	800,000	7	Jan. & July.	"	1887	55	Consol. skg fund (C. & N.W. R'y)	4,277,000	7	F. M. A. & N.	"	1915	105
Income and Extension Bonds.....	1,008,600	8	May & Nov.	"	1902	60	General Consol. Gold Bonds.....	9,758,000	7	June & Dec.	"	1902	91 1/2
Equipment Mort. (Vt. Central)	1,000,000	8	"	"	1889	76-77	1st Mort. E. F. (Madison Exten.)	3,150,000	7	April & Oct.	"	1911	100
Equipment Mort. ( " )	1,000,000	8	"	"	1889	80	1st Mort. S. F. (Menominee Ext.)	2,700,000	7	June & Dec.	"	1911	100
Bonds, guar. (Vt. and Canada)	1,000,000	8	Jan. & July.	"	1891	90	2d Mort. (Mil. & Chi. R. R.) guar.	2,000	7	"	"	1898	100
Missisquoi R.R. ( " )	500,000	7	"	"	1891	39	1st Mort. (Chic. & Mil. R. R.) guar.	1,700,000	7	Jan. & July.	"	1898	105
Cent. Vt. & Ca. Mort. (b'ds)	8,000,000	6	March & Sept.	"	1904	100	1st Mort. (Bel. & Mad. R. R.) guar.	284,000	7	"	"	1888	100
Charleston and Savannah:							Chicago, Portage and Superior:						
1st Mortgage guar. by State.....	605,000	6	March & Sept.	Charleston.	1877	100	1st M. S. L. (Chi. & N. Pac. Air-L.)	25,000 p.m.	7	June & Dec.	New York.	1902	100
Funded Interest on 1st Mort.....	167,400	7	"	"	1889	100	Chicago, Omaha and St. Joseph:						
Charlotte, Columbia & Augusta:							1st Mortgage for \$3,000,000.....	.....	8	April & Oct.	New York.	1901	100
1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1896	100	Chicago and Paducah (C. B. & Q.):						
Charters:							1st Mortgage \$25,000 p. m. gold.	2,304,000	7	Jan. & July.	Boston.	1903	100
1st Mort., guar. by Penna.....	500,000	7	April & Oct.	Philadelphia.	1901	100	Chi., Pekin & Southw'n (C.B. & Q.):						
Chesaw and Darlington:							1st Mortgage for \$10,000 per mile	700,000	8	Feb. & Aug.	New York.	1901	100
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1888	100	Chicago, Rock Island and Pacific:						
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	100	1st Mortgage skg fund.....	9,000,000	7	Jan. & July.	New York.	1890	110
Cherry Valley, Sharon and Alb.:							Chi. & Southw'n (C. R. I. & Pac.):						
1st Mort. con. guar. by A. & B. Co.	300,000	7	June & Dec.	New York.	1899	100	1st Mort. gold, tax free, guar.....	5,000,000	7	May & Nov.	New York.	1889	100
Chesapeake and Ohio:							1st Mortgage gold (Atchison Br.)	1,000,000	7	June & Dec.	"	1901	100
1st M. (gold) skg fd for \$15,000,000	15,000,000	6	May & Nov.	New York.	1899	27	Chicago, Wisconsin & Canada:						
1st Mort. Extension (con. or reg)	5,423,300	7	Jan. & July.	"	1902	100	1st Mort. gold, skg fd for \$410,000	.....	7	Jan. & July.	New York.	1902	100
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	"	"	1880	100	Chicago and Superior:						
2d Mort. ( " ) coupon.....	902,000	6	"	"	1884	100	1st Mortgage (Mad. & Portage) g'd	600,000	7	April & Oct.	New York.	1900	100
Income ( " ) coupon.....	300,000	8	"	"	1876	100	1st Mortgage (gold) for \$5,000,000	.....	7	Jan. & July.	"	1902	100
Funded Interest, coupon.....	100,500	8	"	"	1877	100	Chillicothe and Brunswick:						
Cheshire:							1st Mort., guar. by St. L., K. C. & N.	500,000	8	Jan. & July.	New York.	1894	100
Coupon bonds (no Mort.).....	773,800	6	Jan. & July.	Boston.	1877-90	97 1/2	Cincinnati, and Baltimore:						
Chester Creek (Phil. & Balt. Cent.):							1st Mort. guar. by B. & O. M. & C.	322,000	7	Jan. & July.	Baltimore.	1900	98 1/2
1st Mort., guar. by P. W. & B.	185,000	6	Jan. & July.	Philadelphia.	1903	100	Cincinnati, Hamilton and Dayton:						
Chester and Tamarac:							1st Mortgage of 1883.....	1,250,000	7	May & Nov.	New York.	1890	100
1st Mortgage.....	600,000	7	May & Nov.	New York.	1901	100	2d Mortgage of 1883.....	500,000	7	Jan. & July.	"	1895	100
Chicago and Alton:							3d Mortgage of 1887.....	500,000	8	June & Dec.	"	1877	100
1st Mortgage, pref. sinking fund.	28,000	7	May & Nov.	New York.	1877	107	Cincinnati, Ham. & Ind. (C. H. & D.):						
1st Mortgage.....	2,400,000	7	Jan. & July.	"	1893	121	1st Mort., guar. for \$2,500,000.....	1,840,000	7	Jan. and July.	New York.	1903	100
2d Mortgage Income.....	1,106,000	7	April & Oct.	"	1883	103	Cincinnati, Lafayette and Chi.						
Consol. Bonds (\$200 stg. each).	3,895,200	6	Jan. & July.	London.	1903	100	Consolidated Mortgage.....	1,120,000	7	March & Sept.	New York.	1901	84
1st Mort. (St. L. & C.) assumed	564,000	7	April & Oct.	New York.	1894	105	Cincinnati and Martinsville:	471,000	7	June & Dec.	"	1914	100
2d Mort. ( " )	186,000	7	Jan. & July.	"	1895	100	1st Mort., guar. by L. C. & La. F.	400,000	7	Feb. & Aug.	New York.	1905	100
1st Mort. (Louisiana and Mo.)	4,300,000	7	Feb. & Aug.	"	1900	92	Cincinnati & Muskingum Valley:						
Chicago, Burlington and Quincy:							1st Mortgage.....	1,500,000	7	Jan. and July.	New York.	1901	100
Trust Mortgage skg fund.....	3,571,000	8	Jan. & July.	New York.	1883	116	Cincinnati, Richmond & Chicago:						
Trust Mortgage, skg fund conv.	159,000	8	"	"	1883	100	1st Mortgage guar. by C. H. & D.	68,000	7	Jan. and July.	New York.	1895	100
Trust Mortgage (Burl. to Peoria)	680,000	7	April & Oct.	"	1890	100	2d Mortgage " "	65,000	7	"	"	1889	100
Loan of 1874 Sinking Fund.....	2,391,475	6	June & Dec.	Boston.									



## AMERICAN RAILROAD BOND LIST.

Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds	Amount	Rate	Interest Payable		Due	Price	Description of Bonds	Amount	Rate	Interest Payable		Due	Price
			When.	Where.						When.	Where.		
Cleveland and Pittsburg (Pa. Co.):							Detroit & Bay City (Mich. Cent.):						
Construction and Equip. bonds	600,000	7	Jan. and July	New York	1913	100	1st Mort. (\$424,000 guar.)	2,330,000	8	May and Nov.	New York	1902	94 1/2
4th (now 3d) Mortgage guar.	1,096,000	6	"	"	1892	105 1/2	Detroit, Bel River and Illinois:						
Consol. sinking fund guar.	1,487,000	7	May & Nov.	"	1900	108 1/2	1st Mortgage for \$22,000 p.m.	1,826,000	8	Jan. & July	New York	1891	100
Clev., Painesville & Ashtabula:							Detroit, Hillsdale and Indiana:						
Regist'd b'ds (ass'd by L.S. & M.S.)	1,000,000	7	Jan. & July	New York	1880	103 1/2	1st Mort. \$16,000 p. m. guar.	1,170,000	8	June & Dec.	New York	1890	100
3d Mortgage ( " )	1,000,000	7	April & Oct.	"	1892	105 1/2	2d Mortgage, (coupon) guar.	300,000	8	Jan. & July	"	1881	100
Cleveland and Toledo:							Detroit, Lansing and Lake Mich.:						
1st Mort., a.f. (ass'd by L.S. & M.S.)	1,595,000	7	Jan. & July	New York	1886	107	1st Mortgage	3,219,000	8	April & Oct.	Boston	1896	100
2d Mortgage ( " )	860,000	7	April & Oct.	"	1886	105	1st Mortgage (on Branches)	575,000	8	June & Dec.	"	1897	100
Colbrookdale:							2d Mortgage	1,359,000	8	Feb. & Aug.	"	1893	44 1/2
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia	1898	100	1st Mort. (Lions and Lansing)	770,000	8	Jan. & July	New York	1889	100
Colorado Central (3 ft. gauge):							2d Mort. ( " )	81,000	8	May & Nov.	"	1890	100
1st Mortgage	225,000	8 1/2	June & Dec.	Boston	1890	100	Detroit & Milwaukee (Gt. W. of Can.):						
Columbus, Chicago & Ind. Cent.:							1st Mortgage, (D. & M.R.)	2,500,000	7	May & Nov.	New York	1875	100
1st Mortgage Consol. skg fund.	15,244,750	7	April & Oct.	New York	1908	30	2d Mortgage ( " )	1,000,000	8	"	"	1875	100
2d Mortgage skg fund.	5,592,400	7	Feb. & Aug.	"	1909	10	1st Funded Coup. (D. & M.R.)	628,924	7	Jan. & July	"	1875	100
Income convertible	3,893,000	7	"	"	"	1890	2d Funded Coup. ( " )	875,724	7	May & Nov.	"	1875	100
1st Mort. (Chic. and Gt. Eastern)	461,000	7	April & Oct.	"	1893-95	65	1st Mort. (Detr. & Pontiac R.R.)	150,000	7	April & Oct.	"	1878	100
2d Mort. ( " )	244,400	7	Jan. & July	"	"	1890	2d Mort. ( " )	100,000	7	Jan. & July	"	1878	100
1st Mort. (Chic. and Chl. Al. L.)	194,100	7	Feb. & Aug.	"	1890	100	3d Mort. ( " )	250,000	8	Feb. & Aug.	"	1878	100
1st M., a.f. ( " )	39,850	7	May & Nov.	"	1896	100	Bonds of Sept. 1, 1896	110,000	7	March & Sept.	"	1886	100
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July	"	1904	100	Bonds of June 30, 1896	1,702,317	6 1/2	Jan. & July	"	1886	100
2d Mort. ( " )	821,000	10	May & Nov.	"	1904	100	Detroit, Mon. & Tol. (L.S. & M.S.):						
1st M. (Col. & Ind.) 1st & 2d pref.	309,500	7	Jan. & July	"	1883	100	1st Mortgage Aug. 1, 1885	924,000	7	Feb. & Aug.	New York	1876	103
2d Mortgage (Ind. Central)	666,500	7	"	"	1882	100	Dixon, Peoria and Hannibal:						
1st Mort. (Tol., Logansport & Bur.)	654,500	7	Feb. & Aug.	"	1884	100	1st Mort., guar. by C., B. and Q.	768,000	8	Jan. & July	New York	1889	101
Income ( " )	74,024	7	"	"	"	1905	Dubuque and Sioux City:						
1st Mort. (Union & Logansport)	815,000	7	April & Oct.	"	"	1905	1st Mortgage tax free	582,000	7	Jan. & July	New York	1883	103 1/2
Columbus, Springfield and Cia.:							Dubuque Southwestern:						
1st M. (assumed by Chl., S. & O.)	1,000,000	7	March & Sept.	New York	1901	100	1st Mortgage	450,000	7	April & Oct.	New York	1883	100
Columbus and Hooking Valley:							1st Mortgage, preferred	75,000	7	Jan. & July	"	1883	100
1st Mortgage skg fund.	1,500,000	7	April & Oct.	New York	1897	100	Dunkirk, Allegheny Val. & Pittab.						
1st M. on Branch (2d on main)	200,000	7	Jan. & July	"	1880	100	1st Mortgage (gold)	1,200,000	7 1/2	June & Dec.	New York	1900	100
General Mortgage	634,000	7	"	"	1892	100	Dutchess and Columbia:						
Columbus and Xenia:							1st Mortgage Jan. 1, 1898	1,500,000	7	Jan. & July	New York	1908	100
1st Mortgage, guar. by L.M.R.R.	302,000	7	March & Sept.	New York	1890	100	East Alabama and Cincinnati:						
Connecticut and Passumpsic Riv.:							1st Mort. endorsed by Alabama	400,000	8	Jan. & July	"	1890	100
New Mortgage for \$1,500,000	570,500	7	April & Oct.	Boston	1898	95	East Brandywine & Waynesboro:						
1st Mortgage sinking fund	280,500	6	June & Dec.	"	1876	90 1/2	1st Mortgage guar. by Pa. R.R.	140,000	7	Jan. & July	Philadelphia	1885	100
Coupon Notes ( " )	607,500	7	"	"	1876-81	97 1/2	East Pennsylvania (Ph. & Rdg.):						
1st Mort. (Massachusetts) guar. gold	400,000	6 1/2	Jan. & July	"	1876	90	1st Mortgage, guaranteed	495,900	7	March & Sept.	Philadelphia	1885	105 1/2
Connecticut River:							East Tennessee, Virginia & Ga.:						
1st Mortgage skg fund	250,000	6	March & Sept.	Boston	1878	100	1st Mort., skg fund for \$3,500,000	2,999,000	7	Jan. & July	New York	1900	96
Connecticut Valley:							2d Mortgage	190,000	4	"	"	1882-87	100
1st Mortgage	1,000,000	7	Jan. & July	New York	1901	100	Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	"	1886	100
Connecticut Western:							Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July	"	1896	100
1st Mortgage tax free	2,074,000	7	Jan. & July	N. Y. & Bost.	1900	100	Company Bonds (E.T. & Ga., old)	636,000	6	"	"	1870-84	100
Connecting (Philadelphia):							Company Bonds ( " ) (new)	135,400	6	"	"	1876	100
1st Mort. ABCD & \$200,000 each	991,000	6	March & Sept.	Philadelphia	1883	102 1/2	Eastern (Mass.):						
Cooperstown and Susq. Valley:							1st Mort. (Essex R.R.) assumed	194,400	6	Jan. & July	Boston	1876	51 1/2
1st Mortgage	100,000	7	March & Sept.	New York	1889	100	Loan of 1865	160,000	6	April & Oct.	"	1885	100
Cowanesque Valley:							Loan of 1867	959,000	7	March & Sept.	"	1887	53
1st Mortgage, gold	95,000	7 1/2	Jan. & July	New York	1902	100	Loan of 1868	1,000,000	6	March & Sept.	"	1889-90	100
2d Mortgage	100,000	7 1/2	May & Nov.	"	1882	100	Loan of 1869	500,000	6	May & Nov.	"	1889	100
Cumberland & Penn. (Consol. Coal):							Ten year coupon notes	1,163,000	7	"	"	1882	49 1/2
1st Mortgage	803,500	6	March & Sept.	New York	1891	100	Ten year coupon notes	2,513,500	7	"	"	1883-84	49 1/2
2d Mortgage, sinking fund	648,000	6	May & Nov.	"	1888	100	Sinking Fund Bonds	2,300,000	7	May & Nov.	"	1884	47 1/2
Cumberland Valley:							Sterling Sinking Fd. Bonds	2,878,048	6 1/2	March & Sept.	London	1893	100
1st Mortgage	161,000	8	April & Oct.	Philadelphia	1904	100	Eastern Shore (Md.):						
2d Mortgage	109,500	8	"	"	1908	100	1st Mortgage	400,000	6	Jan. & July	Philadelphia	1880	100
Plain bonds	81,900	6	"	"	1884	100	2d Mortgage	200,000	6	April & Oct.	"	1886	100
Danbury and Norwalk:							Elizabethtown and Paducah:						
Mortgage Bonds of 1870	100,000	7	Jan. & July	New York	1880	100	1st Mortgage, convertible	3,000,000	8	March & Sept.	New York	1890	100
Mortgage Bonds of 1870	200,000	7	"	"	1890	100	Elmira and Williamsport (N. Cen.):						
Mortgage Bonds of 1872	200,000	7	"	"	1892	100	1st Mortgage guaranteed	1,000,000	7	Jan. & July	Philadelphia	1880	101
Danv., Hazleton & Wilkesbarre:							Income Mortgage guaranteed	570,000	5	April & Oct.	"	1882	61
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia	1887	40	Erie Railway:						
2d Mortgage	300,000	7	"	"	1885	100	1st Mortgage, extended	2,483,000	7	May & Nov.	New York	1897	110
Danv., Urb., Bloomington & Pekin:							2d Mortgage	2,174,000	7	March & Sept.	"	1879	100
1st Mortgage	2,000,000	7 1/2	April & Oct.	New York	1909	100	3d Mortgage	4,852,000	7	"	"	1883	104 1/2
Davenport and St. Paul:							4th Mortgage convertible	2,087,000	7	April & Oct.	"	1880	101
1st Mort. gold skg fd \$20,000 p.m.	3,000,000	7 1/2	April & Oct.	New York	1911	100	5th Mortgage convertible	709,500	7	June and Dec.	"	1888	100
Dayton and Michigan (O.H. & D.):							Buffalo Branch, 1st mortgage	182,800	7	Jan. & July	"	1891	100
1st Mortgage sinking fund guar.	1,856,000	7	Jan. & July	New York	1881	100	Sterling loan (\$1,600,000) conv.	4,580,000	6 1/2	March & Sept.	London	1875	100
2d Mortgage, guar.	441,000	7	March & Sept.	"	1884	100	1st Consol. Mort. for \$30,000,000	12,076,000	7	"	N.Y. & London	1920	100
3d Mortgage, guar.	356,000	7	April & Oct.	"	1888	100	2a Consol. Mort. for \$40,000,000	14,400,000	7 1/2	June and Dec.	London	1884	100
Toledo Depot bonds guar.	105,500	7	March & Sept.	"	1880-94	100	Convertible bonds	10,000,000	7 1/2	J. A. J. and O.	London	1903	100
Dayton and Union:							Erie and Pittsburg (Penn.):						
1st Mortgage, registered	140,000	7	March & Sept.	New York	1879	100	1st Mortgage	292,200	7	Jan. & July	New York	1882	100
2d Mortgage	135,000	7	June & Dec.	"	1879	100	2d Mortgage	92,900	7	April & Oct.	"	1880	100
Income Bonds	252,445	6	"	"	1879	100	Consolidated Mortgage	2,192,000	7	Jan. & July	"	1888	100
Dayton and Western (L. M. R.R.):							Equipment Mortgage	760,000	7	April & Oct.	"	1890	100
1st Mortgage (assumed)	142,000	7	March & Sept.	New York	1881	100	European & N. American (Me.):			</			



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
<b>Florida:</b>							<b>Huntingdon and Broad Top Mt.:</b>						
1st Mortgage conv. gold.....	2,300,000	7*	Jan. & July.	N. Y. & Lond.	1889	....	1st Mortgage gold.....	416,000	7*	April & Oct.	Philadelphia.	1890	107
Flushing, North Side and Central:							2d Mortgage.....	267,500	7	Feb. & Aug.	"	1875	106
1st Mort. (Flushing and N. Side.)	1,825,000	7	May & Nov.	New York.	1901	....	Consolidated Mortgage.....	1,378,000	7	April & Oct.	"	1896	53
1st Mort. (Central of N. Y.).....	1,275,000	7	"	"	1889	....	<b>Illinois Central:</b>						
1st Mort. (Cent. R. R. Extension.)	200,000	7	May and Nov.	"	1903	....	Redemption bonds, currency....	2,500,000	6	April & Oct.	New York.	1890	....
1st Mort. (North Shore).....	135,000	7	Feb. & Aug.	"	1887	....	General Mortgage for \$15,000,000	2,500,000	6*	"	London.	1895	....
Sterling Loan.....	1,500,000	6*	"	London.	....	....	Sterling Bonds, Sinking Fund....	4,792,000	5*	"	"	1903	....
<b>Fonda, Johnston &amp; Gloversville:</b>							<b>Illinois Grand Trunk (C. B. &amp; Q.):</b>						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1890	....	1st Mortgage, guaranteed.....	933,000	8	April & Oct.	Boston.	1890	110
<b>Fort Wayne, Jackson &amp; Saginaw:</b>							<b>Indiana and Illinois Central:</b>						
1st Mortgage, traffic guarantee....	1,500,000	8	Jan. & July.	New York.	1889	....	1st Mortgage gold.....	3,500,000	7*	Jan. & July.	New York.	1901	....
2d Mortgage (Equipment).....	500,000	8	April & Oct.	"	1881	....	<b>Indiana North and South:</b>						
<b>Fort Wayne, Muncie &amp; Cin.:</b>							1st Mort. (Nor. Div.) \$22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1903	....
1st Mortgage.....	1,400,000	7*	April & Oct.	Boston.	1899	....	<b>Indianapolis, Blooming. &amp; West:</b>						
2d Mortgage.....	500,000	8	"	"	1893	....	1st Mortgage gold.....	5,000,000	7*	April & Oct.	New York.	1909	30
<b>Framingham and Lowell:</b>							1st Mortgage Extension gold....	5,530,000	7*	Jan. & July.	"	1912	....
1st Mortgage.....	500,000	7	April & Oct.	Boston.	1890	80	2d Mortgage.....	1,500,000	8	"	"	1890	5
2d Mortgage.....	150,000	8	"	"	1883	89	<b>Indianapolis and Madison:</b>						
<b>Frederick and Pennsylvania Line:</b>							1st Mort. assumed by J. M. & L.	397,000	7	May & Nov.	New York.	1891	....
1st Mortgage gold.....	150,000	6*	April & Oct.	Baltimore.	1901	....	<b>Indianapolis &amp; Vincennes:</b>						
<b>Fremont, Elkhorn &amp; Mo. (S.C. &amp; P.):</b>							1st Mortgage guar. by Pa. Co....	1,700,000	7	Feb. & Aug.	New York.	1909	76
1st Mortgage.....	690,000	7	April & Oct.	"	1901	....	2d Mortgage guar. by Pa. Co....	1,450,000	6	May & Nov.	"	1900	....
<b>Galena &amp; Chic. Union (C. &amp; N. W.):</b>							<b>International and Gt. Northern:</b>						
1st Mortgage.....	1,092,000	7	Feb. & Aug.	New York.	1882	107	1st Mortgage s.f. (Intern. R. R.)	3,040,000	7*	April & Oct.	New York.	1911	70
2d Mortgage.....	43,000	7	May & Nov.	"	1876	102	Convertible B'ds.....	1,473,000	8	Feb. & Aug.	"	1892	....
<b>Galv., Harrisburg &amp; San Antonio:</b>							1st Mortgage (Hous. & Gt. N. R.R.)	4,211,000	7*	Jan. & July.	"	1900	65
1st Mortgage.....	1,700,000	6*	Feb. & Aug.	Lond. or Bos.	1910	....	Convert. B'ds.....	1,677,000	8	Feb. & Aug.	"	1892	....
<b>Galveston, Houston &amp; Henderson:</b>							<b>Indianapolis, Cin. and Lafayette:</b>						
1st Mortgage.....	1,400,000	7*	Jan. & July.	New York.	1890	82	1st Mortgage of 1867.....	2,800,000	7	Feb. & Aug.	New York.	1897	....
<b>Geneva, Ithaca and Athens:</b>							1st Mortgage of 1869.....	2,000,000	7	June & Dec.	"	1899	....
1st Mortgage, skg. fd., guar. ....	600,000	7*	Jan. and July.	New York.	1890	....	Funded Interest Bonds, coupon.	400,100	7	March & Sept.	"	78-78	....
<b>Georgia (and Banking):</b>							Equipment Bonds, registered....	375,000	10	"	"	1883	80
Company bonds (debentures)....	564,500	7	Jan. & July.	Augusta	75-90	....	1st Mort. (Ind. & Cin.) 1868.	1,600,000	7	April & Oct.	"	1888	....
<b>Gilman, Clinton &amp; Springfield:</b>							1st Mort. (Cin. & Indiana).....	493,000	7	June & Dec.	"	1892	....
1st Mortgage gold.....	2,000,000	7*	March & Sept.	N. Y. & Lond.	1900	....	2d Mort. ( " ) guar.	1,497,000	7	Jan. & July.	"	77-78	....
2d Mortgage gold.....	1,000,000	8*	Jan. & July.	"	1892	....	<b>Indianapolis and St. Louis:</b>						
<b>Goshen and Deckertown (Erie):</b>							1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1919	....
1st Mortgage.....	248,500	7	Jan. & July.	New York.	1888	....	1st Mortgage.....	2,000,000	7	March & Sept.	"	1919	....
<b>Grand Rapids &amp; Indiana:</b>							2d Mortgage.....	1,000,000	7	April & Oct.	"	1900	....
1st Mortgage L. G. guar. gold....	4,000,000	7*	Jan. & July.	New York.	1899	....	Equipment Mortgage.....	378,000	10	Jan. & July.	"	1881	81
1st Mort. L. G. not guar. gold....	3,224,000	7*	April & Oct.	"	1899	....	<b>Ionia and Lansing (D. L. &amp; L. M.):</b>						
<b>Grand River Valley (Mich. C.):</b>							1st Mortgage traffic guar.....	770,000	8	Jan. & July.	New York.	1890	....
1st Mort., assumed by Lessees....	1,000,000	8	Jan. & July.	New York.	1886	94	2d Mortgage.....	81,000	8	May & Nov.	"	1886	....
2d Mortgage, guar. by Lessees....	500,000	8	March & Sept.	"	1879	85	<b>Iowa Falls and Sioux City:</b>						
<b>Grand Trunk (Ca.):</b>							1st Mortgage.....	2,060,000	7	April & Oct.	New York.	1917	....
Equipment Bonds \$500,000.....	2,500,000	6*	April & Oct.	London.	1877	....	<b>Iowa Midland (C. &amp; N. W.):</b>						
Equipmt Bonds No. 2 \$500,000	2,500,000	6*	Jan. & July.	"	1920	....	1st Mort., \$18,000 p.m., guar....	1,850,000	8	April & Oct.	New York.	1900	97
Postal & Military b'ds \$1,200,000	6,000,000	6*	Feb. & Aug.	"	Perp.	....	<b>Ironton (Penn.):</b>						
1st Preference Bonds \$3,218,149	16,090,745	6*	Jan. & July.	"	Irred.	....	1st Mortgage.....	100,000	7	May & Nov.	Philadelphia.	1875	....
2d Preference Bonds \$2,327,308	11,639,040	4*	"	"	"	....	<b>Ithaca and Athens (Penn.):</b>						
3d Preference Bonds \$7,163,910	35,819,560	4*	"	"	"	....	1st Mortgage gold, skg fund....	600,000	7*	Jan. & July.	New York.	1890	102
Provincial Debentures \$2,111,500	15,567,500	....	"	Ottawa.	....	....	<b>Jackson, Lansing &amp; Saginaw (MO):</b>						
<b>Great Western of Canada:</b>							1st Mortgage guar.....	1,817,000	8	Jan. & July.	New York.	1885	93
Mortgage Bonds \$127,000.....	835,000	6	Jan. & July.	London.	1876	....	1st Mort. (Northern Ext.) guar.	810,000	8	May & Nov.	"	1890	85
Mortgage Bonds \$547,000.....	2,735,000	5	April & Oct.	"	77-78	....	2d Mortgage.....	165,000	8	March & Sept.	"	1878	....
New Bonds \$1,000,000.....	5,000,000	6	June & Dec.	"	1890	....	Consolidated Mortgage (238 m.)	1,968,000	8	"	"	1891	73
Debenture Bonds \$1,743,190	8,715,900	5	Jan. & July.	"	Perp.	....	<b>Jacksonville, North West &amp; S. East:</b>						
<b>Great Western Railway of 1859:</b>							1st Mortgage.....	610,000	7*	Jan. & July.	New York.	1902	....
1st Mort., ass'd by T. W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	92	<b>Jacksonville, Pensac. and Mobile:</b>						
2d Mort., " " " " " "	2,500,000	7	May & Nov.	"	1893	90	1st Mortgage.....	472,000	7	Jan. & July.	New York.	1880	....
<b>Green Bay and Minnesota:</b>							2d Mortgage.....	3,000,000	8	"	"	1890	....
1st Mortgage.....	2,400,000	7*	Feb. & Aug.	"	1900	....	<b>Jameson &amp; Frank (L.S. &amp; M. So.):</b>						
<b>Greenville and Columbia:</b>							1st Mortgage guaranteed.....	443,000	7	Jan. & July.	New York.	1897	....
1st Mortgage guar. by S. Car....	1,426,546	7	Jan. & July.	Columbia.	81-86	....	2d Mortgage guaranteed.....	500,000	7	June & Dec.	"	1894	....
1st Mortgage not guaranteed....	376,766	7	"	"	81-86	....	<b>Jefferson (Erie):</b>						
<b>Greenwich and Johnsonville:</b>							1st Mort. (Hawley Section)....	204,000	7	Jan. & July.	New York.	1887	80
1st Mortgage.....	185,000	7	May & Nov.	New York.	1889	....	2d Mort. ( " ).....	84,000	7	"	"	1889	....
<b>Gulf, Western Texas and Pacific:</b>							1st Mort. (Carbendale Section)...	2,000,000	7	"	"	1889	....
1st Mortgage (Construction)....	1,386,000	7*	Jan. & July.	"	1902	....	<b>Jeffersonville, Madison &amp; Indian:</b>						
<b>Hannibal and Naples (T. W. &amp; W.):</b>							1st Mortgage consol.....	2,474,000	7	April & Oct.	New York.	1906	....
1st Mortgage.....	675,000	7	May & Nov.	New York.	1898	36	2d Mortgage consol.....	2,000,000	7	Jan. & July.	"	1910	....
2d Mortgage.....	225,000	7	Jan. & July.	"	1890	....	1st Mortgage (Ind. & Mad.) guar.	397,000	7	May & Nov.	"	1881	....
<b>Hannibal &amp; Cent. Mo. (T. W. &amp; W.):</b>							<b>Jersey City and Albany:</b>						
1st Mortgage, tax free.....	1,000,000	7	May & Nov.	New York.	1890	85	1st Mortgage.....	250,000	7*	Jan. & July.	New York.	1913	....
2d Mortgage.....	250,000	7	"	"	1892	75	1st Mortgage (Ridgefield Park)...	300,000	7	May & Nov.	"	1912	....
<b>Hannibal and St. Joseph:</b>							<b>Joliet and Chicago (C. &amp; Alton):</b>						
Missouri State Loan.....	1,500,000	6	Jan. & July.	New York.	77-94	105	1st Mortgage skg fund guar....	235,000	8	Jan. & July.	New York.	1882	110
Missouri State Loan.....	1,500,000	6	"	"	87-88	106	<b>Junction, Philadelphia:</b>						
Fifteen years' bonds (277 m.)...	3,798,000	8	March & Sept.	"	1885	75	1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	101
1st Mort. (Q. & Palm R.R. 15 m.)	800,000	8	Feb. & Aug.	"	1892	....	2d Mortgage not guaranteed....	300,000	6	April & Oct.	"	1900	....
1st Mort. (K. City & Cam. R.R. 55 m.)	1,200,000	10	Jan. & July.	"	1886	92	<b>Junction and Breakwater:</b>						
General Land Mortgage (277 m.)	642,000	7	April & Oct.	"	1888	106	1st Mort. guar. by Delaware....	352,000	6	Jan. & July.	New York.	1890	....
<b>Harlem Extension:</b>							<b>Kalamazoo, Allegan &amp; Gt. Rapids:</b>						
1st Mortgage.....	4,000,000	7	Jan. & July.	New York.	1890	....	1st Mort. assumed by L.S. & M. So.	840,000	8	Jan. & July.	New York.	1888	95



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
<b>Kansas Pacific:</b>							<b>Louisville, Cincin. and Lexington:</b>						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	8*	Feb. & Aug.	N. Y. & St. Lo.	1895	....	Bonds to State of Kentucky.....	74,519	6	Jan. & July.	New York.	Perp.	....
1st Mort. (2d Div. 253.94 m.) gold	4,063,000	6*	June & Dec.	"	1896	....	1st Mortgage for Cincinnati Br.	3,000,000	7	"	"	1897	....
1st M. (3d Div. 244.66m. & 3,000,000m.)	6,411,000	7*	May & Nov.	N. Y. L. & F.	1899	....	2d Mortgage for \$1,000,000.....	878,000	8	April & Oct.	"	1900	....
1st Mort. (1,000,000 acres) gold.	187,000	7*	March & Sept.	N. Y. & St. Lo.	71-76	....	Louisville Loan.....	100,000	6	Jan. & July.	"	1881	....
1st Mort. (2,000,000 acres) gold.	1,722,250	7*	Jan. & July.	N. Y., L. & F.	1880	....	1st Mort. (Louisville & Frankf't)	39,000	6	"	"	73-75	....
2d Mort. ( " ) gold.	1,500,000	7*	March & Sept.	"	1896	....	1st Mort. (Louis., Cin. and Lex.)	21,000	8	April & Oct.	"	1902	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	....	1st Mortgage (Shelby R. R.)	88,500	8	June & Dec.	"	1884	....
2d Mortgage (Gov't Subsidy)	6,303,000	6	Jan. & July.	U. S. Treas.	95-97	....	<b>Louisville and Nashville:</b>						
3d Mortgage (Income).....	4,275,350	7	March & Sept.	N. Y., L. & F.	1916	....	1st Mortgage (main line 185 m.)	176,000	7	Jan. & July.	New York.	1870	....
<b>Kent County (Del.)</b>							1st Mortgage (Memp Br. 46.37m.)	47,000	7	May & Nov.	Louisville.	1875	....
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	....	1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	"	"	80-85	....
<b>Kentucky Central:</b>							1st Mort. (Memphis and Ohio)	3,500,000	7	June & Dec.	New York.	1901	....
2d Mort. (Cov'gton & Lexington)	844,000	7	March & Sept.	New York.	1883	....	2d Mort. (Memp. & Clarksv. Br.)	2,425,000	6*	Feb. & Aug.	"	1902	....
3d Mortgage	237,000	7	June & Dec.	"	1885	....	Consol. M. for \$5,000,000 (392 m.)	6,964,000	7	April & Oct.	"	1896	92
<b>Keokuk and Des Moines:</b>							Louisville Loan.....	849,000	6	"	"	86-87	....
1st Mortgage	1,947,000	7	April & Oct.	New York.	1904	....	Louisville Loan (Lebanon Br.)	225,000	6	May & Nov.	"	1886	....
Funded Interest.	254,300	8	"	"	1884	....	Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	Louisville.	1893	....
<b>Keokuk and St. Paul (C.B. &amp; Q.):</b>							<b>Louisv., N. Al. &amp; St. Lo. Air-Line:</b>						
1st Mortgage traffic guar.	864,000	8	April & Oct.	Boston.	1879	105	1st Mortgage gold, \$25,000 p. m.	2,875,000	7*	Jan. & July.	New York.	1892	....
<b>La Crosse, Trempealeau &amp; Prescott:</b>							1st Mortgage not endorsed.	300,000	7	Jan. & July.	New York.	1877	....
1st Mort. assumed by C. & N. W.	1,000,000	10	April & Oct.	New York.	1877	....	1st Mortgage not endorsed.	100,000	7	"	"	1887	....
<b>La. Blooming. &amp; Miss. (T.W. &amp; W.):</b>							Construct. Mort. end. by Ga. R.R.	370,000	7	"	"	1879	....
1st Mortgage gold guar.	1,300,000	7*	Feb. & Aug.	New York.	1891	70	<b>Macon and Brunswick:</b>						
<b>La. Muncie &amp; Bloom. (T.W. &amp; W.):</b>							1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1887	....
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	40	1st Mort.	600,000	7	May & Nov.	"	1903	....
<b>Lake Erie and Louisville:</b>							2d Mortgage	1,100,000	7	April & Oct.	"	1889	....
1st Mortgage	1,092,000	7	April & Oct.	New York.	1892	....	Equipment Mortgage.....	150,000	7	"	"	1879	....
2d Mortgage	590,000	7	Jan. & July.	"	1903	....	<b>Madison and Portage:</b>						
<b>Lake Ontario Shore:</b>							1st Mort., guar. by Chl. and Sup.	600,000	7	April & Oct.	New York.	1890	....
1st Mortgage (\$20,000 pr. m.)...	1,433,200	7*	Jan. & July.	New York.	1897	....	<b>Maine Central:</b>						
<b>Lake Shore &amp; Michigan South'n:</b>							Consolidated Mortgage.....	928,300	6	April & Oct.	Boston.	1912	95
Sinking Fund Mortgage.....	1,198,000	7	April & Oct.	New York.	1879	....	\$1,110,000 Loan, tax free	756,930	6	Jan. & July.	"	1898	91
Consol. Mort., S.F., Reg'd.	6,115,000	7	Jan. & July.	"	1900	106	Extension (gold) Loan.....	496,500	6	April & Oct.	"	1900	....
Consol. Mort., S.F., Coup.	8,471,000	7	June & Dec.	"	1903	98	1st Mort. (Belfast & Moosehead)	150,000	7*	May & Nov.	Belfast & Bost.	1890	....
2d Consol. Mort. for \$25,000,000.	3,529,000	7	April & Oct.	"	1882	....	\$1,100,000 (A. & Ken.) Loan.....	1,100,000	6	Jan. and July.	Boston.	90-91	96
Bonds of 1882 (Reg. & Coupon)	1,442,000	7	"	"	1899	105	1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Augusta.	1885	....
Lake Shore Dividend Bonds	1,000,000	7	Jan. & July.	"	1880	103	Consol. (Port. & Kennebec) Loan	1,168,700	6	"	Boston.	1895	....
Reg. Mort. (Clev., Pains. & Ash.)	1,000,000	7	April & Oct.	"	1892	106	2d Mort. (Somerset & Kennebec)	268,000	6	June & Dec.	"	1876	....
3d Mort. ( " )	5,255,000	7	May & Nov.	"	1885	119	1st Mort. (Leeds & Farn'gton)	633,000	6	Jan. & July.	"	1901	....
1st Mort. (Mich. So. & Nor. Ind.)	2,682,306	7	"	"	1877	103	Bath (Androscoogin) Loan	425,000	6	"	"	1891	....
2d Mort. ( " )	1,595,000	7	Jan. & July.	"	1886	107	<b>Mansfield &amp; Framing. (B.C. &amp; F.):</b>						
1st Mort. (Cleveland & Toledo)	819,000	7	April & Oct.	"	1886	105	1st Mortgage, guaranteed	300,000	7	Jan. & July.	Boston.	1889	95
Mort. Bonds (Buffalo and Erie)	200,000	7	Jan. & July.	"	1882	....	<b>Marietta and Cincinnati:</b>						
Mort. Bonds ( " )	300,000	7	March & Sept.	"	1886	....	1st Mortgage, Sterling.....	1,050,000	7*	Feb. & Aug.	London.	1891	....
Mort. Bonds ( " )	2,850,000	7	April & Oct.	"	1898	105	2d Mortgage Dollar.....	2,450,000	7	"	Baltimore.	1891	103
1st M. (Det'it, Monroe & Toledo)	924,000	7	Feb. & Aug.	"	1876	103	2d Mortgage Dollar.....	2,500,000	7	May & Nov.	"	1896	95
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	"	1890	8	3d Mortgage Dollar.....	3,000,000	8	Jan. & July.	"	1900	95
1st M. (School. & Three Rivers)	100,000	8	"	"	1887	....	4th Mortgage.....	2,004,000	8	April & Oct.	"	1908	....
1st M. (Kalamaz. & Schoolcraft)	100,000	8	"	"	1887	....	1st Mort. (Scioto & Hock. Val.)	300,000	7	May & Nov.	"	1888	....
1st M. (Kal. Allegan & Gr. Rap.)	840,000	8	"	"	1888	97	<b>Marietta, Pittsburg &amp; Cleveland:</b>						
1st M. (Jamestown & Franklin)	443,000	7	"	"	var	....	1st Mortgage gold.....	1,500,000	7*	Feb. & Aug.	New York.	1895	....
2d M. ( " )	500,000	7	June & Dec.	"	1894	....	Marquette, Houghton & Ontonagon	1,760,000	8	Jun. & Dec.	New York.	1892	....
<b>Lake Shore &amp; Tuscarawas Valley:</b>							1st Mort. (Houghton and Ont.)	2,000,000	8	Jan. & July.	"	1892	....
1st Mortgage gold.....	2,000,000	7*	April & Oct.	Cleveland, O.	1901	....	Consolidated Mortgage.....	1,454,000	8-10	Various	"	92-98	....
2d Mortgage, for \$1,000,000.	696,000	7	"	"	1892	....	<b>Massachusetts Valley (C. &amp; P. R.):</b>						
Elyria and Black Riv. b'ds ass'd	180,000	7	May & Nov.	"	1892	....	1st Mortgage guaranteed.	400,000	6*	Jan. & July.	Boston.	1876	90
<b>Lake Superior &amp; Mississippi:</b>							<b>Maryland and Delaware:</b>						
1st Mort. skg fund gold tax free	4,500,000	7*	Jan. & July.	N.Y.-Bost.-Ph.	1896	20	1st Mortgage	850,000	6	May & Nov.	Boston.	1885	20
2d Mort. gold tax free and conv.	3,200,000	7*	April & Oct.	"	1900	....	2d Mortgage	150,000	6	June & Dec.	"	1889	....
Income Bonds	3,200,000	10	"	"	1902	....	<b>Massillon &amp; Cleve. (C.M. V. &amp; D.):</b>						
<b>Lawrence (P. Ft. W. &amp; Chl.):</b>							1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	....
1st Mortgage, guaranteed	355,000	7	Feb. & Aug.	New York.	1895	....	<b>Maysville and Lexington:</b>						
<b>Leavenworth, Atch. &amp; N. West'n:</b>							1st Mortgage	500,000	7*	Jan. & July.	New York.	1890	....
1st Mort. guar. by Pac. of Mo.	500,000	7	April & Oct.	New York.	1899	....	<b>Memphis and Charleston:</b>						
<b>Leavenworth, Lawrence &amp; Galveston:</b>							1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1889	....
1st Mort. skg fund conv. gold.	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	21	2d Mortgage	1,000,000	7	Jan. & July.	"	1885	....
1st Mort. (K. C. & San. Fe) guar.	720,000	10	May & Nov.	Boston.	1890	....	Tennessee State Loan.....	1,814,142	6	"	"	....	....
1st Mort. (Southern Kan.) guar.	160,000	8	June & Dec.	"	1891	....	Income Bonds	600,000	10	March & Sept.	"	73-75	....
<b>Lehigh and Lackawanna:</b>							<b>Memphis and Little Rock:</b>						
1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	....	1st Mortgage (Land Grant)....	1,300,000	8	May & Nov.	New York.	1890	....
<b>Lehigh Valley:</b>							2d Mortgage	1,000,000	8	"	"	....	....
1st Mortgage (new loan).....	5,000,000	6	June & Dec.	Philadelphia.	1898	110	Michigan Air Line (Mich. Cent.)	200,000	8	May and Nov.	New York.	1890	....
1st Mortgage ( " ) reg....	5,000,000	6	"	"	1898	108	1st Mort. (South Bend Div.) ass'd	200,000	8	"	"	....	....
2d Mortgage for \$6,000,000	6,000,000	7	March & Sept.	"	1910	111	<b>Michigan Central:</b>						
General Mort. for \$40,000,000.	5,000,000	6*	June & Dec.	"	1922	99	1st Mortgage, convertible.....	556,000	8	April & Oct.	Boston.	1882	....
General Mort., registered	5,000,000	6*	"	"	1922	100	1st Mortgage sinking fund conv.	1,508,000	8	"	"	1882	116
<b>Lewist. Centre &amp; Spruce C. (P. &amp; E.):</b>							Consol. Mortgage for \$10,000,000	8,000,000	7	May & Nov.	New York.	1902	99
1st Mortgage	1,545,000	7	May & Nov.	Philadelphia.	1902	....	1st Mort. (Mich. Air Line) ass'd	1,900,000	8	Jan. & July.	"	1890	90
<b>Lexington &amp; St. Louis (A. &amp; P.):</b>							Equipment Bonds for \$800,000..	600,000	8	Apr. and Oct.	N. Y. & Bost.	1883	....
1st Mortgage gold.....	1,000,000	6*	June & Dec.	New York.	1899	....	<b>Michigan Lake Shore:</b>						



# AMERICAN RAILROAD JOURNAL

## AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Minneapolis & St. L. (Nor. Pacific)	\$ 700,000	7*	Jan. & July.	New York.	1911	....	N.O. Jack. & Gt. N. (N.O. St. L. & C.):	\$ 3,000,000	8	Jan. & July.	New York.	1886	....
1st Mortgage gold, guaranteed.	700,000	7*	Jan. & July.	New York.	1911	....	1st Mortgage	1,500,000	8	April & Oct.	"	1890	....
Minnesota and North Western:							2d Mortgage for \$3,000,000	1,500,000	8	Jan. & July.	"	1912	....
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	Detroit.	1890	....	Consol. Mort. for \$8,000,000	3,000,000	7*	Jan. & July.	"	1912	....
Mississippi Cent. (N.O. St. L. & Chi.):							New Orleans, Mobile and Texas:						
1st Mortgage	1,012,500	7	May & Nov.	New York.	74-'84	....	1st Mort. (Mobile to N. Orleans)	4,000,000	7*	Jan. & July.	N. Y. & Lond.	1915	....
2d Mortgage	2,000,000	8	Feb. & Aug.	"	1886	....	1st Mort. (N. Orleans to Texas)	7,250,000	8	"	"	1915	....
General Mort. for \$8,000,000 gold	3,708,500	7*	May & Nov.	"	1912	....	2d Mort. endorsed by Louisiana	2,825,000	8	"	"	1915	....
Mississippi, Ouachita & Red Riv.:							New York, Boston and Montreal:						
1st Mortgage gold	2,040,000	7*	Jan. & July.	.....	1900	....	1st Mortgage for \$12,250,000	6,617,500	7*	Feb. & Aug.	N.Y. or Lond.	1903	....
Mississippi and Tennessee:							New York & Canada (D. & H.C.):						
1st Mortgage	600,000	7	April & Oct.	Memphis.	1876	....	1st Mort. for \$800,000, guar.	4,000,000	6*	May & Nov.	London.	1904	....
Consolidated Mortgage	1,254,000	8	Jan. & July.	"	81-'93	....	New York Central & Hudson R.:						
Tennessee State Loan	430,547	6	.....	"	.....	....	Debt Certificates (N. Y. Cent.)	5,938,626	6	May & Nov.	New York.	1893	104
Mississippi Valley and Western:							Bonds for debts assum'd (N. Y. C.)	1,514,000	7	Feb. & Aug.	"	1876	....
1st Mortgage \$20,000 p. m.	800,000	7	Feb. & Aug.	New York.	1902	....	Bonds for B. & N. F. stk ( " )	70,000	6	May & Nov.	"	1883	....
Missouri, Iowa and Nebraska:							Bonds for R. R. Stocks ( " )	592,000	6	"	"	1883	101
1st Mortgage gold, sinking fund.	2,000,000	7*	June & Dec.	.....	1910	....	Bonds for Real Estate ( " )	166,000	6	"	"	1883	101
Missouri, Kansas and Texas:							Bonds of 1884 renewed ( " )	2,900,000	7	June & Dec.	"	1886	106
1st Mort. (U. Pac. S. Br.) skg fund	3,220,000	6*	Jan. & July.	New York.	1899	....	2d Mort. (Hudson River) S. F.	1,894,000	7	"	"	1885	112
1st Mort. (Febo & Neosho) S. F.	362,000	7*	June & Dec.	"	1903	....	Bonds of 1871, tax free.	1,950,000	7	April & Oct.	"	1891	....
Consol. Land Grant, skg fd gold	10,418,000	7*	Feb. & Aug.	"	1904	58	1st Mort., coup. for \$30,000,000	18,466,000	7	Jan. & July.	"	1903	121
Additional Consol. Mort.	2,500,000	7	"	"	1905	....	1st Mort., reg.	9,733,333	6*	"	"	1903	120
Further Add. Consol. Mort.	600,000	7	"	"	1906	....	New York, Sterling for £2,000,000				London.	1903	....
Missouri River, Ft. Scott & Gulf:							New York and Harlem:						
1st Mortgage, Land Grant, S. F.	5,000,000	10	Jan. & July.	New York.	1889	55	Consolidated Mortgage of 1863.	103,000	6	Feb. & Aug.	New York.	1893	....
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bos.	1890	....	Sinking Fund Mortgage of 1861.	108,444	7	Jan. & July.	"	1881	....
Mobile and Girard:							Consol. Mort. of 1872, coupon.	10,500,000	7	May & Nov.	"	1900	121
1st Mortgage	377,500	7	Jan. & July.	Savannah.	1876	....	Consol. Mort. of 1872, reg.	10,500,000	7	"	"	1900	120
2d Mortgage	300,000	8	"	New York.	1889	....	N. York, Housatonic & Northern:						
Plain bonds	33,500	8	"	Savannah.	1887	....	1st Mortgage	249,000	7*	April & Oct.	New York.	1902	....
Mobile and Montgomery:							New York, Kingston & Syracuse:						
1st Mort. endor. by State of Ala.	2,434,000	8*	May & Nov.	New York.	1900	....	1st Mort. for \$4,000,000	2,500,000	7*	Jan. & July.	New York.	1902	....
2d Mortgage	800,000	8	"	"	1900	....	New York, N. Haven & Hartford:						
Mobile and Ohio:							1st Mort. (Harlem & Portchester)	1,000,000	7	.....	New York.	1903	....
1st Mortgage Sterling	5,636,000	6*	May & Nov.	Mob. & Lond.	1883	....	New York and Oswego Midland:						
Interest bonds	1,524,300	8	"	"	76-'83	....	1st Mortgage gold, tax free	8,000,000	7*	Jan. & July.	New York.	1894	....
Sterling Interest bonds	769,920	6*	"	London.	1883	....	2d Mortgage convertible	2,500,000	7	May & Nov.	"	1895	....
Tennessee Substitution Bonds	1,888,000	7*	Jan. & July.	N. Y. & Lond.	1901	....	2d Mortgage non-convertible	1,500,000	7	"	"	1896	....
Special Mort. (Gainesville Br'h)	53,000	8	May & Nov.	Mobile.	....	....	3d Mort., Equipment	3,800,000	7	.....	"	....	....
2d Mortgage	1,468,868	8	March	"	1877	....	1st Mort., (West. Extension)	2,425,000	7	.....	"	....	....
Consol. Mort. for \$15,000,000	.....	7*	Jan. & July.	N. Y. & Lond.	1904	....	Consolidated Mortgage	1,200,000	7	.....	"	....	....
Convertible 3 per cent. bonds	977,550	8	M. J. S. & D.	New York.	....	....	New York, Providence & Boston:						
Montclair (N. Y. and O. Mid.):							1st Mortgage	76,000	6	Feb. & Aug.	New York.	1878	....
1st Mortgage gold, guar.	1,800,000	7*	March & Sept.	New York.	....	....	Improvement Bonds	100,000	7	Jan. & July.	"	1876	....
2d Mortgage	780,000	7	.....	"	....	....	Extension Bonds	250,000	6	May & Nov.	"	78-'81	....
Income Mortgage	888,400	7	.....	"	....	....	General Mort. for \$1,000,000	837,000	7	Jan. & July.	"	1899	....
Montgomery and Erie (Erie):							Norfolk & Petersburg (A.M. & O.):						
1st Mortgage	127,000	7	May & Nov.	New York.	1888	....	1st Mortgage	306,000	8	Jan. & July.	New York.	1877	....
2d	47,000	7	April & Oct.	"	1887	....	2d Mortgage	187,000	7	"	"	1877	....
Montgomery and Eufaula:							North Carolina:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept.	New York.	1886	....	1st Mortgage	375,000	8	May & Nov.	Co's Shops, NC.	1878	....
1st Mortgage not endorsed	330,000	8	June and Dec.	"	1900	....	North Eastern (S. Car.):						
Monticello and Port Jervis:							1st Mortgage	820,000	8	March & Sept.	Charleston.	1899	....
1st Mortgage gold, tax free	500,000	7*	J. A. J. & O.	New York.	1890	....	2d Mortgage	226,600	8	"	"	1899	....
Morris and Essex (D. L. & W.):							North Missouri (St. L., K.C. & N.):						
1st Mortgage sinking fund, guar.	6,000,000	7	May & Nov.	New York.	1914	118	1st Mortgage	3,000,000	7	Jan. & July.	New York.	1895	97
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	"	1891	107	North Pennsylvania:						
Convertible bonds	384,800	7	Jan. & July.	"	1900	100	1st Mortgage	1,930,500	6	Jan. & July.	Philadelphia.	1886	105
Construction bonds	513,000	7	Feb. and Aug.	"	1889	103	2d Mortgage	1,500,000	7	May & Nov.	"	1896	110
Gen'l M. (1st on Boonton Br.) gr.	4,821,000	7	April & Oct.	"	1901	104	Chattel Mortgage	360,000	10	April & Oct.	"	1877	103
Special Mortgage	1,029,000	7	"	"	1915	100	General Mortgage	2,035,000	7	Jan. & July.	"	1903	107
Consol. mort. for \$25,000,000 guar	3,000,000	7	June & Dec.	"	1915	100	North Shore (Flush., N.S. & Cent):						
Nashville, Chattanooga & St. Louis:							1st Mortgage	133,000	7	Feb. & Aug.	New York.	1887	....
1st Mort., endorsed by Tenn.	1,450,000	6	Jan. & July.	New York.	74-'83	82	Northern Central:						
2d Mort. (Government Subsidy)	1,000,000	4	"	"	81-'91	....	1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Annapolis.	1885	....
New Mortgage	6,800,000	7	"	"	1913	....	2d Mortgage S. F. Coupon	1,490,000	6	Jan. & July.	Baltimore.	1885	104
Nashville and Decatur (L. & Nash.):							3d Mortgage Coupon	1,126,000	6	April & Oct.	Phila. & Balt.	1900	104
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	91	2d Mort. (York & Cumb.) guar.	500,000	6	Jan. & July.	Baltimore.	1877	101
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....	Income conv. coupon	1,000,000	7	April & Oct.	Harrisburg.	1880	....
Naugatuck:							Income coupon	3,000,000	7	Jan. & July.	"	1822	....
1st Mortgage	95,000	7	Jan. & July.	Bridgeport.	1876	....	Consol. Mort. coupon	2,599,000	6*	"	Baltimore.	1900	102
Newark & New York (O. of N.J.):							Consol. Mort. registered	205,000	6*	April & Oct.	"	1900	....
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....	Consol. General Mort. S. F.	2,964,000	6*	Jan. & July.	Lond. & Balt.	1904	....
Newark, Somerset & Stratsville:							Northern New Jersey (Erie):						
1st Mortgage gold	880,000	7*	May & Nov.	New York.	1889	97	1st Mortgage skg fd guar.	400,000	7	Jan. & July.	Jersey City.	1878	....
New Bedford:							Northern Pacific:						
1st Mort. (New Bed. & Taunton)	171,500	6	Jan. & July.	Boston.	1881	98	1st Mort. on R.R. & lands gold.	30,097,600	7.3*	Jan. & July.	New York.	1900	15
New Issue for \$300,000	400,000	7	"	"	1894	105	Northwestern Virginia:						
New Haven and Derby:							3d Mort., assumed by B. and O.	140,000	6	Jan. & July.	Baltimore.	1885	97
1st Mortgage	525,000	7	Various	New Haven.	98-'00	....	Northwestern Union (C. & N.W.):						
New H. Middletn & William:							1st Mortgage	3,500,000	7*	.....	New York.	....	....
1st Mortgage (coup. & reg.)	3,000,000	7	May & Nov.	New York.	1889	....	Norwich & Worcester (B. & E.):						
2d Mortgage	2,000,000	7	.....	"	1881	....	1st Mort. Mass. Loan, skg. fd.	400,000	6*	Jan. & July.	Boston.	1877	....
New Haven and Northampton:							Construction Bonds	150,000	7	"	"	1877	....
1st Mortgage	1,000,000	7	Jan. & July.	N. Y. & N. H.	1899	....	Nyack and Northern:						
Convertible bonds, tax free	750,000	6	April & Oct.	"	80-'82	....	1st Mortgage	150,000	7	Jan. & July.	New York.	1890	....
Holyoke and Westfield bonds	200,000	7	"										



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Old Colony:							Philadelphia, Wilmington & Balt.:						
Plain Bonds	1,000,000	6	March & Sept.	Boston.	1876	105 1/2	Mortgage Loan, convertible	290,000	6	Jan. & July.	Phila. & Bost.	1884	101 1/2
Plain Bonds	32,000	6	"	"	1884	99 1/2	Loan of 1866	161,000	6	April & Oct.	"	1876	101 1/2
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	101 1/2	Loan of 1867	1,000,000	6	"	"	1887	101 1/2
New Bonds for \$5,000,000.	1,692,000	7	March & Sept.	"	1894	111	Loan of 1872	700,000	6	"	"	1892	101 1/2
Cape Cod Railroad Bonds.	265,500	7	Feb. and Aug.	"	1881	105 1/2	Loan of 1875	639,000	6	"	"	1900	100
Omaha and Northwestern:							Pickering Valley (Phila. & Rdg):						
1st Mort. Land Grant, Gold.	16,000 pm	7 1/2	Jan. & July.	New York.	1901	....	1st Mortgage, guaranteed	331,800	7	April & Oct.	Philadelphia.	1900	....
Omaha and Southwestern:							Pittsburg, Cin. & St. Louis (Pa.):						
1st Mortgage \$20,000 p. m.	1,034,000	8	June & Dec.	Boston.	1896	102 1/2	1st Mort. (Col. & Newark Div.):	3,000,000	6	Monthly.	Philadelphia.	1890	....
Orange, Alex. and Manassas							1st Mort. (Staub. & Ind.) conv.	6,222,000	7	Jan. & July.	New York.	1884	82 1/2
See Wash. C., Va. Mid. & Gt. So.							Consol. Mortgage for \$10,000,000.	6,222,000	7	Feb. & Aug.	Philadelphia.	1890	80 1/2
Oregon and California:							Consolidated 2d Mortgage	6,000,000	7	April & Oct.	"	1913	....
1st Mortgage gold.	10,950,000	7	April & Oct.	New York.	....	....	Pittsburg, Ft. Wayne & Chicago:						
Oregon Valley & Southern Kansas:							1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	122 1/2
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....	1st Mortgage (Series B)	875,000	7	Feb. & Aug.	"	1912	....
Oshkosh & Miss. (C., M. & S. P.):							1st Mortgage (Series C)	875,000	7	March & Sept.	"	1912	....
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....	1st Mortgage (Series D)	875,000	7	April & Oct.	"	1912	....
Oswego and Rome (R. W. & O.):							1st Mortgage (Series E)	875,000	7	May & Nov.	"	1912	....
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....	1st Mortgage (Series F)	875,000	7	June & Dec.	"	1912	....
Income Mortgage	112,100	6	Feb. & Aug.	"	1891	....	2d Mortgage (Series G)	800,000	7	Jan. & July.	"	1912	110
Oswego and Syracuse (D. L. & W.):							2d Mortgage (Series H)	800,000	7	Feb. & Aug.	"	1912	....
1st Mortgage, guaranteed	201,000	7	May & Nov.	New York.	1885	....	2d Mortgage (Series I)	800,000	7	March & Sept.	"	1912	....
Ottawa, Oswego & Fox River:							2d Mortgage (Series K)	800,000	7	April & Oct.	"	1912	....
1st Mortgage guar. by C. B. & Q.	1,131,000	8	Jan. & July.	N.Y. & Bost.	1900	106	2d Mortgage (Series L)	800,000	7	May & Nov.	"	1912	....
Owensboro' and Russellville:							2d Mortgage (Series M)	800,000	7	June & Dec.	"	1912	....
1st Mortgage for \$1,500,000	1,500,000	8	Feb. & Aug.	New York.	1892	....	3d Mortgage	2,000,000	7	April & Oct.	"	1912	109 1/2
Pacific of Missouri (Atl. & Pac.):							Equipment bonds	100,000	7	Jan. & July.	New York.	1887	....
1st Mortgage gold.	7,000,000	6	Feb. & Aug.	New York.	1888	84 1/2	Equipment bonds	1,000,000	8	March & Sept.	"	1884	....
2d Mortgage sinking fund.	2,804,000	7	Jan. & July.	"	1891	84 1/2	Pittsburg, Va. and Charleston:						
Income Bonds	1,500,000	7	Mar. and Sept.	"	1892	....	1st Mortgage	700,000	7	April & Oct.	New York.	1902	....
St. Louis County Debt	700,900	7	Monthly.	St. Louis.	1885	....	Pittsburg, Wash. & Baltimore:						
Real Estate Bonds	800,000	8	May & Nov.	New York.	1892	....	1st Mort. (Pittsb. & Conn'lville)	4,000,000	7	Jan. & July.	Baltimore.	1898	103 1/2
1st Mort. (Carondelet Branch)	500,000	6	April & Oct.	"	1893	....	2d Mort. do. (Balt. Loan)	5,000,000	6	May & Nov.	"	1902	....
1st Mort. (Leav. Atch. & N.W.)	500,000	7	"	"	1889	....	1st Mort. (Turtle Cr. Div. 104 m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
1st Mort. (Lex. & St. Louis) gold	900,000	6	June & Dec.	"	1899	....	Real Estate Mortgage	100,000	6	.....	Baltimore.	1883	....
Paducah and Memphis:							Plymouth, Kankakee & Pacific:						
1st Mortgage gold for \$2,805,000.	1,541,000	7	Feb. & Aug.	New York.	1902	....	1st Mortgage for \$3,000,000	29,000 pm	7	Jan. & July.	New York.	1901	....
Panama:							Port Huron and Lake Michigan:						
General Mortgage, sig £597,800.	2,889,330	7	April & Oct.	London.	1897	....	1st Mortgage gold, for \$1,800,000	1,800,000	7	May & Nov.	New York.	1899	....
Paris and Decatur:							Portland & Ogdensburg (Me. & N.H.):						
1st Mortgage gold, S. F.	1,200,000	7	Jan. & July.	N. Y. & Lond.	1892	....	1st Mort. (Maine Section) gold.	800,000	6	Jan. & July.	Boston.	1900	....
Paterson and Newark (Erie):							Consol. Mort. gold, for \$3,300,000	149,000	6	May & Nov.	"	1901	50 1/2
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....	Portland and Ogdensburg (Vt.):						
Pekin, Linc. & Decatur (T.W. & W.):							1st Mortgage gold, for \$2,300,000	1,200,000	6	May & Nov.	N.Y. & Bost.	1891	44
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	60	Portland and Oxford Central:						
Pemberton & Hights (U.C. of N.J.):							1st Mortgage of 1883	250,000	6	Jan. & July.	Portland.	1883	....
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	100	Portland and Rochester:						
Peninsular (Mich.) Railway:							1st Mort. (Portland Loan) skg f'd	700,000	6	Jan. & July.	Boston.	1887	....
1st Mortgage gold (S.F.) 1st series	1,800,000	7	May & Nov.	N.Y. or Lond.	1899	....	1st Mortgage (equal lien)	100,000	7	April & Oct.	"	1887	....
1st Mortgage gold (S.F.) 2d series	979,000	7	"	"	1900	....	2d Mort. (Portland Loan)	396,500	6	Mar. & Sept.	"	1891	....
Pennsylvania:							Port Royal (S. C.):						
1st Mort. (Harris' to Pittsb'g)	4,970,000	6	Jan. & July.	Philadelphia.	1880	105 1/2	1st Mortgage gold, skg f'd	1,500,000	7	May & Nov.	N.Y. & Lond.	1899	....
General Mortgage	19,999,700	6	J. A. J. & O.	Philadelphia.	1910	106	1st Mort. gold, guar. by Ga. Co.	1,000,000	7	"	"	1899	....
(General Mortgage, registered)	29,250,000	6	"	"	1910	107	Portsmouth, Gt. Falls & Conway:						
Consolidated Mortgage	5,007,300	6	Jan. & July.	London.	1905	100	1st Mort., guar. by Eastern R.R.	514,000	7	June and Dec.	Boston.	1893	52
State lien for \$7,500,000, skg f'd	5,007,300	5	April & Oct.	Philadelphia.	1878-90	....	Poughkeepsie and Eastern:						
Pennsylvania Coal:							1st Mort. gold, conv. & tax free	644,500	7	Jan. & July.	New York.	1910	....
1st Mortgage	487,500	7	Feb. and Aug.	New York.	1881	....	2d Mortgage	78,000	7	"	"	....	....
Pennsylvania and Delaware:							Providence and Worcester:						
1st Mortgage	1,083,000	7	Feb. & Aug.	Philadelphia.	1903	....	1st Mortgage	500,000	6	Jan. & July.	Providence.	1890	....
2d Mortgage	519,000	7	April & Oct.	"	1903	....	Stoughton Branch bonds	1,000,000	6	"	"	....	....
Pennsylvania & New York (L.V.):							Quincy, Alton and St. Louis:						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	109 1/2	1st Mortgage gold	1,000,000	7	May & Nov.	Philadelphia.	1882	....
1st Mortgage guaranteed	1,500,000	7	"	"	1906	....	Quincy and Palmyra:						
Peoria & Bureau Val. (C.B. & P.):							1st Mort. assumed by H. & St. Jo.	500,000	8	Feb. & Aug.	New York.	1892	....
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....	Quincy and Toledo (T.W. & W.):						
Peoria & Hannibal (C. B. & Q.):							1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	50
1st Mortgage, traffic guaranteed	571,000	8	Jan. & July.	Boston.	1878	104	Quincy & Warsaw (C. B. & Q.):						
Peoria, Pekin and Jacksonville:							1st Mortgage, guaranteed	756,000	8	Jan. & July.	Boston.	1890	105 1/2
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....	Reading and Columbia (P. & R.):						
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	"	1900	....	1st Mort., Coupon, guaranteed	650,000	7	March & Sept.	New York.	1882	97
Peoria and Rock Island:							2d Mort., Coupon, guaranteed	350,000	7	June & Dec.	Columbia.	1884	....
1st Mort. gold, conv. & tax free	1,500,000	7	Feb. & Aug.	N.Y. & Lond.	1900	....	Rensselaer and Saratoga:						
2d Mortgage	150,000	10	Jan. & July.	New York.	1900	....	2d Mortgage	300,000	7	Jan. & July.	Troy.	1880	117 1/2
Perkiomen (Phila. and Rdg):							3d Mortgage	150,000	7	"	"	1887	....
1st Mortgage, guaranteed	619,000	6	April & Oct.	Philadelphia.	1897	90	1st Mort. (Saratoga & Whitehall)	400,000	7	March & Sept.	New York.	1884	....
Petersburg:							1st Mort. (Troy, Salem & Rutl.)	500,000	7	May and Nov.	"	1890	....
1st Mortgage (Installments)	841,500	8	Jan. & July.	New York.	179-99	....	1st Mortgage (Glenn's Falls)	125,000	7	Jan. & July.	"	1894	....
2d Mortgage	600,000	8	"	"	1902	....	Consol. Mort. for \$2,000,000	1,925,000	7	May and Nov.	"	1921	92
Philadelphia and Baltimore Cent.:							Richmond and Danville:						
1st Mortgage (Penn. Div. 3d m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....	Virginia State Loan, skg fund.	600,000	6	Jan. & July.	Richmond.	1880	....
1st Mortgage (Md. Div. 91 m.)	300,000	6	"	"	1891	....	Virginia State guar. bonds	157,800	6	"	"	1875	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	"	"	1900	....	1st Mort. (Peldmont Branch)	500,000	8	.....	"	1888	....
Philadelphia and Erie (Penn.):							1st Mort. (Northwestern, N.C.)	500,000	6 1/2	April & Oct.	N. Y. or Rich.	1875-90	68 1/2
1st Mort. (Sunbury & Erie 40m)	1,000,000	7	Apr. and Oct.	Philadelphia.	1877	102 1/2	Consolidated Mortgage	1,784,000	6	May and Nov.	New York.	1875-90	68 1/2
1st Mortgage	5,000,000	6	"	"	1881	103 1/2	Rich. Frederickburg & Potomac:						



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Saginaw Valley and St. Louis:	\$						South Carolina:	\$					
1st Mortgage.....	340,000	8	May & Nov.	Saginaw.	1892	....	1st Mortgage Sterling.....	1,486,333	5*	Jan. & July.	London.	'82-'88	....
Saint Croix and Penobscot:							1st Mortgage (L.) currency.....	8,700	7	" " "	New York.	'82-'88	....
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....	2d Mort. for \$3,000,000.....	615,500	7	April & Oct.	"	1902	....
2d Mort. ( " ).....	17,500	6	" " "	"	1879	....	Domestic (G) Bonds.....	111,000	6	Jan. & July.	Charleston.	1874	....
Calais Loan (Lewey's Island)...	115,000	6	June & Dec.	"	1876	....	Domestic (I) Bonds.....	1,296,500	7	April & Oct.	"	1891	....
St. Joseph & Denver City:							Domestic (K) Bonds.....	76,000	6	Jan. & July.	"	'80-'92	....
1st Mort. (E. D.) gold tax free.....	1,500,000	8*	Feb. & Aug.	N. Y. & Lond.	1899	....	South Georgia and Florida:						
1st M. (W.D.) land grant, g'd tax fr.....	5,500,000	8*	" " "	" " "	1900	....	1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
St. Joseph and St. Louis:							2d Mort. " " "	200,000	7	" " "	"	1889	....
1st Mortgage.....	1,600,000	6	May & Nov.	New York.	1893	....	South Mountain Iron (Cumb. Val.):						
St. Louis, Alton and Terre Haute:							1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
1st Mortgage skg fd. (Series A).....	1,100,000	7	Jan. & July.	New York.	1894	107 1/2	2d Mortgage for \$200,000.....	177,500	7	March & Sept.	"	1894	....
1st Mortgage skg fd. (Series B).....	1,100,000	7	April & Oct.	"	1894	100	South and North Alabama.						
2d Mortgage preferred (Series C).....	1,400,000	7	Feb. & Aug.	"	1894	90	1st Mort., endor. by Ala. gold.....	391,000	8*	Jan. & July.	New York.	1890	....
2d Mortgage preferred (Series D).....	1,400,000	7	May & Nov.	"	1894	90	Sterling Mort., guar. by L. & N.	£1,106,000	...	May & Nov.	London.	....	...
2d Mortgage Income (Series E).....	1,700,000	7	" " "	"	1894	70	South Pacific (Atl. and Pac.):						
Equipment Mortgage.....	300,000	10	March & Sept.	"	1894	...	1st Mortgage gold, assumed.....	7,188,500	6*	Jan. & July.	New York.	1888	60
St. Louis, Iron Mt. and Southern:							South Shore (Mass.):						
1st Mort. (St. Louis & Iron Mt.).....	4,000,000	7	Feb. & Aug.	New York.	1892	100 1/2	1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	'80-'81	99 1/2
2d Mort. ( " ).....	6,000,000	7*	May & Nov.	"	1897	78	South Side, Va. (A., M. and O.):						
1st Mort. L.G. (Arkansas Br'h).....	2,500,000	7*	June & Dec.	"	1897	...	1st prefer'd bonds.....	675,900	8	Jan. & July.	New York.	'84-'90	....
1st Mort. (Cairo, Ark. & Tex.).....	1,500,000	7*	" " "	"	1897	...	2d preferred bonds.....	621,000	6	" " "	"	'84-'90	....
Consolidated Mortgage.....	1,500,000	7	" " "	"	1899	...	3d preferred bonds.....	452,800	6	" " "	"	'84-'90	....
St. Louis, Jacksonville & Chicago:							Southern Central (N.Y.):						
1st Mortgage.....	2,929,000	7	April & Oct.	New York.	1894	....	1st Mortgage, skg fund conv.....	1,500,000	7	Feb. & Aug.	New York.	1890	....
2d Mortgage.....	548,000	7	Jan. & July.	"	1898	....	2d Mortgage.....	600,000	7*	March & Sept.	"	1882	108
St. Louis, Kansas City & North:							Southern Iowa and Cedar Rapids:						
1st Mortgage (North Missouri).....	6,000,000	7	Jan. & July.	New York.	1895	97 1/2	1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
Real estate & 2d M. for \$3,000,000.....	993,000	7	March & Sept.	"	1899	....	Southern of L. I.:						
St. Louis, Lawrence and Denver:							1st Mortgage.....	750,000	7	March & Sept.	New York.	1887	....
1st Mort. guar. by Atl. and Pac.	1,020,000	6*	Jan. & July.	New York.	1901	....	2d Mort., Sink. Fund.....	1,500,000	7	May & Nov.	"	....	80
St. Louis and South Eastern:							Southern Minnesota:						
1st Mort. gold skg fund conv.....	2,207,000	7	May & Nov.	New York.	1894	....	1st Mortgage land grant tax free	3,340,000	8	Apr. & Oct.	New York.	'78-'88	....
1st M. (Evans, D.) gold skg fd. con.....	1,000,000	7	" " "	"	1896	....	2d Mortgage, land grant.....	1,252,000	7	Jan. & July.	"	1890	....
1st Mort. (Evans, H. & Nash).....	1,000,000	7	Jan. & July.	"	1897	....	Southern (Cal.) Pacific:						
Consol. Mort. Skg. Fund.....	2,000,000	7	Feb. & Aug.	"	1902	....	1st Mortgage gold for \$28,000,000.	11,000,000	6*	April & Oct.	New York.	....	....
St. Louis, Van. & T. H. (T.H. & L.):							Southern Pennsylvania:						
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....	1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1900	....
2d Mortgage, (A.) guaranteed.....	1,600,000	7	May & Nov.	"	1898	....	2d Mortgage gold.....	88,000	7*	" " "	"	1880	....
2d Mortgage (B.) convertible.....	1,000,000	7	" " "	"	1898	....	South Western (Cen. of Ga.):						
Income Mortgage.....	1,000,000	7	March 1.	Pittsburg.	1901	....	Plain Bonds, various conv.....	391,000	7	various.	Macon.	'72-'86	....
St. Paul and Iowa Southwestern:							1st Mortgage (Muscookee) conv.....	300,000	7	"	"	'72-'76	....
1st Mortgage.....	4,500,000	7*	May & Nov.	.....	1903	....	Spartanburg and Union:						
St. Paul and Pacific 1st Division:							1st Mortgage, end. by S. Car.....	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mort. (St. Paul to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	....	1st Mortgage not endorsed.....	198,370	7	"	"	1879	....
1st M. (St. Paul to Watb.) 80m.	366,000	7	Jan. & July.	"	1892	....	Springfield, Athol & Northeastern:						
2d Mort. ( do. ) & 1st land gr.	1,146,750	7	June & Dec.	"	1892	....	1st Mortgage.....	416,000	7	Jan. & July.	Boston.	'83-'91	....
1st M. (Main L.) R.R. & Lands.	3,000,000	7*	May & Nov.	London.	....	...	Springfield & Illinois S. Eastern:						
2d M. ( do. ) R.R. & Lands.	8,500,000	7*	" " "	"	....	...	1st Mortgage gold, tax free.....	3,400,000	7*	Feb. & Aug.	New York.	1899	....
General Mortgage for \$15,000,000.....	...	7*	" " "	"	....	...	2d Mortgage gold, tax free.....	446,000	7*	April & Oct.	"	1900	....
St. Paul, Stillwater & Taylor's F.:							Springfield and Northwestern:						
1st Mortgage.....	450,000	8	Jan. & July.	New York.	1901	....	1st Mortgage gold, skg fund.....	500,000	7*	Feb. & Aug.	New York.	1901	....
Salem (West Jersey):							Staten Island:						
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	....	1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	55
Salem and Lowell (B. & L.):							Stanstead, Shefford and Chamblay:						
1st Mortgage.....	226,900	6	Feb. & Aug.	Boston.	1878	97	1st Mort., Guar. by Cent. Verm.	500,000	7	Jan. & July.	Boston.	1887	43
Sand, Mansfield & Newark (B. & O.):							Sullivan (Central Verm.):						
1st Mortgage guaranteed.....	2,301,000	7	Jan. & July.	New York.	1900	99	1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....
Saratoga & Whitehall (R. & S.):							2d Mortgage.....	250,000	6	Feb. & Aug.	"	1881	....
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....	Sullivan and Erie:						
Savannah, Albany & Gulf (A. & G.):							1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	....
Sectional Mort.....	310,000	7	Jan. & July.	New York.	Var.	....	Summit Branch:						
Savannah and Charleston:							1st Mortgage.....	600,000	7	Jan. & July.	N.Y., Bost. Ph.	1904	85
1st Mortgage (Bav. & Char.).....	500,000	7	Jan. & July.	New York.	1889	....	Sunbury and Lewiston:						
State guaranteed (C. & S.) bonds.	505,000	6	March & Sept.	Charleston.	1877	....	1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	....
Funded Interest bonds, guar.....	111,800	7	" " "	New York.	1889	....	Income Mort. gold.....	200,000	6*	" " "	"	1891	....
Savannah, Griffin & North Ala.:							Suspens. Bridge & Erie Junc. (E.):						
1st Mortgage for \$500,000 guar.....	152,000	7	Jan. & July.	Macon.	1891	....	1st Mortgage.....	1,000,000	7	" " "	New York.	....	....
Savannah and Memphis:							Syracuse, Bing. & N.Y. (D.L. & W.):						
1st Mort., gold, endor. by State.	16,000pm	8*	May and Nov.	New York.	1890	....	1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
Schenectady & Susq. (D. & H. Can.):							2d Mortgage.....	270,000	7	June & Dec.	"	1887	....
1st Mortgage gold, tax free.....	400,000	7*	Jan. & July.	New York.	1900	....	Syracuse and Chenango Valley:						
Schoolcraft & Three R. (L.S. & M.):							1st Mort. gold, for \$500,000.....	500,000	7*	Feb. and Aug.	New York.	1891	....
1st Mortgage.....	100,000	8	Jan. & July.	New York.	1887	....	Tebo and Neosho (M. K. & T.):						
Seaboard and Roanoke:							1st Mortgage gold, skg fund.....	1,163,000	7*	June & Dec.	New York.	1903	....
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1880	....	Terre Haute & Indianapolis:						
Seima and Gulf:							1st Mortgage.....	800,000	7	April & Oct.	New York.	1879	....
1st Mort. (guar. by Ala.).....	1,888,000	8	April & Oct.	New York.	1890	....	Bonds of 1873 for \$1,600,000.....	516,000	7	" " "	"	1894	....
Seima, Marion and Memphis:							Texas and Pacific:						
1st Mort. guar. by Ala.....	16,000pm	8	March & Sept.	New York.	1889	....	1st Mortgage S. F. Gold.....	40,000pm	6*	June & Dec.	N.Y. or Lond.	1912	....
1st Mortgage, Rome and Dalton:							1st Mortgage.....	1,350,000	7	Jan. and July.	.....	1906	85
1st Mortgage, tax free.....	3,000,000	7	April & Oct.	New York.	1887	....	Toledo, Can. Southern & Detroit:						
2d Mortgage.....	4,000,000	7	Jan. & July.	"	1891	....	1st Mortgage.....	1,350,000	7	Jan. and July.	.....	1906	85
Equipment Mortgage.....	230,000	10	" " "	"	1881	....	Toledo, Peoria and Warsaw:						
Shamokin Valley & Pottsville (N.C.):							1st Mortgage (Eastern Div.).....	1,600,000	7	June & Dec.	New York.	1894	87
1st Mortgage, on road and lands.	2,000,000	7*	Jan. & July.	Philadelphia.	1901	90	1st Mortgage (Western Div.).....	1,800,000	7	Feb. and Aug.	"	1896	57
Sheboygan and Fond du Lac:							2d Mort. conv. ( " ).....	1,300,000	7	April & Oct.	"	18	



## AMERICAN RAILROAD BOND LIST.

The Letter (a) affixed to Rate of Interest Signifies "Payable in Gold."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Troy & Bennington (T. & B.):							Western Maryland:						
1st Mortgage skg fund, guar....	59,700	7	Jan. & July.	Troy.	1878	....	1st Mortgage, unendorsed.....	400,000	6	Jan. and July.	Baltimore.	1890	90
Troy and Boston:							1st Mort. endor. by Balt.....	200,800	6	"	"	1890	106
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....	2d Mort. ".....	300,000	6	"	"	1890	104
2d Mortgage.....	300,000	7	April & Oct.	"	1888	....	2d Mort. endor. by Wash. Co....	300,000	6	"	"	1890	101
3d Mortgage.....	650,000	7	May and Nov.	"	1878	....	2d Mortgage preferred.....	600,000	6	"	"	1890	102
Convertible Bonds.....	648,000	7	"	"	1882	....	3d Mortgage endor. by Balt.....	875,000	6	"	"	1900	106
Troy, Salem & Rutland (R. & Sar.):							4th Mortgage.....	1,000,000	6	"	"	1900	....
1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1890	....	Western Pacific (Cen. Pac.):						
Troy Union (and Depot):							1st Mort., assumed.....	2,735,000	60	Jan. and July.	New York.	1890	101
1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1878	....	Western Pennsylvania (Penn.):						
Tuckerton:							1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1893	79
1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	....	1st Mortgage (Pittsb. Branch).	1,000,000	6	Jan. and July.	"	1896	....
Union Pacific:							General Mortgage.....	1,200,000	7	"	"	....	....
1st Mortgage gold, tax free.....	27,230,000	60	Jan. & July.	N. Y. & Bos.	'96-'99	106	Western Union (Chl., M. & St. P.):						
1st Mort. Land Grant.....	7,632,000	7	Apr. and Oct.	"	1887	104	1st Mortgage for \$5,000,000.....	3,500,000	7	Jan. and July.	New York.	1896	....
2d Mortgage (Gov. subsidy).....	27,235,512	6	Jan. & July.	U.S. Treasury.	'96-'99	92	West Jersey:						
3d Mortgage Sinking Fund.....	14,400,000	8	March & Sept.	New York.	1894	....	Debenture bonds guar. by C. & A.	400,000	6	March & Sept.	Camden.	1883	85
Omaha Bridge B'ds, etc \$500,000	2,500,000	80	Apr. and Oct.	London.	1896	....	1st Mortgage.....	1,000,000	6	Jan. and July.	"	1896	102
Union Pacific (Central Div.):							1st Mortgage (Salem) guar.....	100,000	6	"	Philadelphia.	1878	....
1st Mortgage gold, tax free.....	1,000,000	60	May and Nov.	New York.	1896	....	1st Mort. (Swedesboro) guar....	200,000	6	June & Dec.	Camden.	....	....
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	U.S. Treasury.	'96-7-8	....	2d Mort. (Cape May & Millville)	500,000	7	Apr. and Oct.	"	....	96
Union Pacific, S. Br. (M. & T.):							Consolidated Mortgage.....	1,000,000	7	"	"	1899	107
1st Mortgage gold, skg fund.....	3,220,000	60	Jan. & July.	New York.	1890	....	West Wisconsin:						
Union & Titusville (O. C. & A. Riv.):							1st Mort. land gr., gold skg fund	3,900,000	70	Jan. and July.	N. Y. or Lond.	1887	....
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	60	1st Mort. (Southern Extension).	640,000	70	"	"	1902	....
United N. J. R. R. & Canal Cos:							White Water Valley:						
Loan of 1901 (United Compa's)	3,000,000	6	March & Sept.	Philadelphia.	1901	100	1st Mortgage.....	1,021,840	8	Feb. and Aug.	Cincinnati.	1890	....
Sterling Loan \$369,200 (U. Co's)	1,844,000	60	"	London.	1894	....	Wico Mico and Pocumoke:						
Sterling Loan \$369,000 ( " )	1,800,000	60	"	"	1894	....	1st Mortgage.....	200,000	6	Jan. and July.	New York.	1888	....
Loan of 1894 Sk. Fund ( " )	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	....	Williamston and Tarboro':						
Loan of 1888 (United Compa's)	154,000	6	Feb. and Aug.	"	1888	96	1st Mortgage.....	350,000	8	May and Nov.	New York.	1900	....
3rd to State of N. Jer. (U. Co's)	500,000	7	(Due 90 days after demand.)	London.	1880	....	Wilmington, Colum. & Augusta:						
Sterling S. F. \$222,000 (O. & A.)	1,810,000	60	Feb. and Aug.	"	1880	....	1st Mortgage.....	3,800,000	7	June & Dec.	Baltimore.	1900	40
Loan of 1883 (Camden & Amb'y)	1,700,000	6	"	Philadelphia.	1883	105	Wilmington and Reading:						
Loan of 1889 ( " )	860,000	6	June & Dec.	Princeton.	1889	103	1st Mortgage.....	1,200,000	7	Apr. and Oct.	Philadelphia.	1900	43
Mortg. Loan ( " )	5,000,000	6	May and Nov.	Philadelphia.	1889	107	2d Mortgage coupon or regis....	1,700,000	7	Jan. and July.	"	1902	10
Loan of '78 (N. J. R. R. & T. Co.)	450,000	6	Feb. and Aug.	New York.	1875	....	Wilmington and Weldon:						
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over Due.)	....	....	Sterling Bonds.....	648,700	60	Jan. and July.	London.	1881	....
Utah Central:							Sterling Bonds.....	221,400	70	May and Nov.	"	1886	....
1st Mortgage.....	1,000,000	6	Jan. & July.	Salt Lake City	1890	....	Sinking Fund gold, Bonds.....	749,000	70	Jan. and July.	New York.	1896	100
Utah Southern:							Wilmington and Western (Del.):						
1st Mortgage.....	680,000	7	Jan. & July.	Salt Lake City	1891	....	1st Mortgage.....	500,000	73	J. A. J. & C. Phil. & Wilm.	1892	....	
Utica and Black River:							Winona & St. Peter (C. & N. W.):						
1st Mortgage.....	200,000	7	Jan. & July.	N. Y. & Utica.	1878	....	1st Mortgage \$20,000 p. m.....	2,750,000	7	Jan. and July.	New York.	1887	85
Bonds of 1871 (2d issue).....	575,000	7	"	"	1891	....	2d Mortgage \$12,000 p. m.....	1,650,000	7	May and Nov.	"	1907	78
Utica, Ithaca and Elmira:							Extension mortgage bonds.....	4,875,000	70	June & Dec.	"	1900	....
1st Mortgage, Sterling.....	1,500,000	73	Jan. & July.	London.	1902	....	Wisconsin Central:						
Vermont Cent. - See Central Vt.							1st M. L. G. gold S. F. \$25,000pm	4,618,500	70	Jan. and July.	Boston.	1901	30
Vermont and Massachusetts:							Worcester (Md.):						
1st Mortgage sinking fund.....	550,000	8	Jan. and July.	Boston.	1883	100	1st Mortgage.....	310,000	6	Jan. and July.	Baltimore.	1891	....
Convertible bonds, tax free.....	200,000	7	"	"	1879	104	Worcester and Nashua:						
Convertible bonds.....	150,000	7	"	"	1881	103	Plain Bonds.....	125,000	7	Jan. and July.	Boston.	1881	....
Vicksburg and Meridian:							Plain Bonds.....	185,300	6	Various.	"	'81-'87	....
General (1st series (red)).....	717,500	7	Jan. and July.	Philadelphia.	1890	....	Plain Bonds.....	250,000	7	Apr. and Oct.	"	1893	107
2d series (blue).....	850,000	7	"	"	1890	....	CANAL BONDS.						
Mortgage (3d series (black)).....	138,000	7	"	"	1890	....	Chesapeake and Delaware:						
4th series (not end.)....	1,141,706	7	Apr. and Oct.	"	1890	....	1st Mortgage sinking fund.....	1,993,750	6	Jan. and July.	Philadelphia.	1886	65
Special Loan 1871.....	213,000	8	Jan. and July.	"	1890	....	Chesapeake and Ohio:						
Vineyard:							Sterling Loan guaranteed.....	4,375,000	60	J. A. J. & O.	London.	1890	....
1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1890	....	Preferred Bonds (next lien)....	1,699,500	6	Jan. and July.	Baltimore.	1885	101
Virginia & Tennessee (A. M. & O.):							Delaware Division (L. C. & N.):						
Enlarged Mortgage.....	990,000	6	Jan. and July.	N. Y. & Lynch.	1884	70	1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1878	97
4th Mortgage.....	870,000	8	March & Sept.	"	1900	67	Delaware and Hudson:						
Registered Certificates.....	118,295	8	Jan. and July.	"	1875	....	1st Mort. (1st series, Nov. 1, '87	1,500,000	7	May and Nov.	New York.	1877	103
Funded Interest.....	226,300	8	"	"	1880	....	regis. 2d series, July 1, 1890	3,600,000	7	Jan. and July.	"	1884	105
Income Mortgage (fundable)....	93,500	8	"	"	1886	....	tered. 3d series, Jan. 1, 1871	3,600,000	7	"	"	1891	111
Wallkill Valley (Erie):							Coupon bonds of 1874.....	3,000,000	7	Apr. and Oct.	"	1884	108
1st Mortgage gold, tax free.....	810,500	70	Apr. and Oct.	New York.	1901	....	Registered bonds of 1874.....	2,000,000	7	"	"	1894	....
Warren (D. L. & W.):							Lehigh Coal and Navigation:						
1st Mortgage, guaranteed.....	511,400	7	Feb. and Aug.	New York.	1875	....	Mortgage Loan of 1877.....	762,779	6	June & Dec.	Philadelphia.	1877	97
2d Mortgage, guaranteed.....	700,000	7	May and Nov.	"	1900	105	Convertible Bonds.....	41,550	6	"	"	1882	96
Warren & Franklin (O. C. & A. R.):							Convertible Loan, gold.....	794,000	60	March & Sept.	"	1894	100
1st Mortgage, assumed.....	1,500,000	7	Feb. and Aug.	Philadelphia.	1882	87	1st Mortgage, registered.....	6,381,938	6	J. A. J. & O.	"	1884	102
Warwick Valley (Erie):							1st Mortgage, reg. (E. R.).....	2,000,000	6	F. M. A. & N.	"	1897	102
1st Mortgage.....	60,000	7	Apr. and Oct.	New York.	1880	....	Mortgage (equip.) Loan, gold....	4,992,500	60	June & Dec.	"	1897	95
Wasatch and Jordan Valley:							Consolidated Mortgage.....	1,063,000	7	"	"	1911	105
1st Mortgage.....	150,000	90	May and Nov.	New York.	1893	....	Greenwood Mortgage Loan.....	744,000	7	Feb. and Aug.	"	1892	97
Washington City, Va. Mtd. & Gt. So.							Greenwood Mortgage Loan.....	140,000	6	Apr. and Oct.	"	1877	....
1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	78	Monongahela Navigation:						
2d Mort. ( " )	350,000	7	"	"	1891	....	1st Mortgage.....	103,000	6	Jan. and July.	New York.	1887	....
1st Mort. Orange & Alexandria	400,000	6	May and Nov.	"	1873	91	Morris (and Banking):						
2d Mort. ".....	1,200,000	6	Jan. and July.	"	1875	70	1st Mortgage.....	500,000	8	Apr. and Oct.	Philadelphia.	1876	99
3d Mort. ".....	600,000	8	May and Nov.	"	1873	70	Bost. Loan, sinking fund.....	235,965	7	Apr. and Oct.	"	1899	101
4th Mort. ".....	700,000	8	March & Sept.	"	1880	44	Preferred Stock Dividend Scrip.	105,164	7	Jan. and July.	"	1887	....
Funded Coupons (do.).....	722,664	....	"	"	1896	....	Pennsylvania:						
1st Mort. (Lynchburg & Danville)	521,000	....	Apr. and Oct.	"	1896	....	1st Mortgage skg fund guar....	2,805,000	6	Jan. and July.	Philadelphia.	1910	71
Virginia State Loan.....	249,982	7	Jan. and July.	"	'92-'93	....	1st Mortgage (W. Y. Val. Can.)..	600,000	6				



## RAILROAD SHARE LIST, INCLUDING MILEAGE, Rolling Stock, Debts, Income, Dividends, &amp;c., &amp;c.

See asterisk (\*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (-) across the column signifies "nil," and running date (---) signifies "not ascertained."

Abstract of General Balance Sheet.															
Railroad.				Rolling Stock.		Property and Assets.		Liabilities.		Operations.		Earnings.		Value of Shares.	
Branch Line.		2d Track and Sidings.		Railroad in progress.		Engines.		Pass.		Freight.		Net.		Dividends.	
M.		M.		M.		M.		M.		M.		M.		M.	
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M.															







## RAILROAD SHARE LIST, including Milage, Rolling Stock, Debts, Income, Dividends, &amp;c., &amp;c.

251 252 253 254 255 256 257 258 259 260 261 262 263 264 265 266 267 268 269 270 271 272 273 274 275 276 277 278 279 280 281 282 283 284 285 286 287 288 289 290 291 292 293 294 295 296 297 298 299 300 301 302 303 304 305 306 307 308 309 310 311 312 313 314 315 316 317 318 319 320 321 322 323 324 325 326 327 328 329 330 331 332 333 334 335 336 337 338 339 340 341 342 343 344 345 346 347 348 349 350 351 352 353 354 355 356 357 358 359 360 361 362 363 364 365 366 367 368 369 370 371 372 373 374 375 376 377 378 379 380 381 382 383 384 385 386 387 388 389 390 391 392 393 394 395 396 397 398 399 400 401 402 403 404 405 406 407 408 409 410 411 412 413 414 415 416 417 418 419 420 421 422 423 424 425 426 427 428 429 430 431 432 433 434 435 436 437 438 439 440 441 442 443 444 445 446 447 448 449 450 451 452 453 454 455 456 457 458 459 460 461 462 463 464 465 466 467 468 469 470 471 472 473 474 475 476 477 478 479 480 481 482 483 484 485 486 487 488 489 490 491 492 493 494 495 496 497 498 499 500 501 502 503 504 505 506 507 508 509 510 511 512 513 514 515 516 517 518 519 520 521 522 523 524 525 526 527 528 529 530 531 532 533 534 535 536 537 538 539 540 541 542 543 544 545 546 547 548 549 550 551 552 553 554 555 556 557 558 559 560 561 562 563 564 565 566 567 568 569 570 571 572 573 574 575 576 577 578 579 580 581 582 583 584 585 586 587 588 589 590 591 592 593 594 595 596 597 598 599 600 601 602 603 604 605 606 607 608 609 610 611 612 613 614 615 616 617 618 619 620 621 622 623 624 625 626 627 628 629 630 631 632 633 634 635 636 637 638 639 640 641 642 643 644 645 646 647 648 649 650 651 652 653 654 655 656 657 658 659 660 661 662 663 664 665 666 667 668 669 670 671 672 673 674 675 676 677 678 679 680 681 682 683 684 685 686 687 688 689 690 691 692 693 694 695 696 697 698 699 700 701 702 703 704 705 706 707 708 709 710 711 712 713 714 715 716 717 718 719 720 721 722 723 724 725 726 727 728 729 730 731 732 733 734 735 736 737 738 739 740 741 742 743 744 745 746 747 748 749 750 751 752 753 754 755 756 757 758 759 760 761 762 763 764 765 766 767 768 769 770 771 772 773 774 775 776 777 778 779 780 781 782 783 784 785 786 787 788 789 790 791 792 793 794 795 796 797 798 799 800 801 802 803 804 805 806 807 808 809 810 811 812 813 814 815 816 817 818 819 820 821 822 823 824 825 826 827 828 829 830 831 832 833 834 835 836 837 838 839 840 841 842 843 844 845 846 847 848 849 850 851 852 853 854 855 856 857 858 859 860 861 862 863 864 865 866 867 868 869 870 871 872 873 874 875 876 877 878 879 880 881 882 883 884 885 886 887 888 889 890 891 892 893 894 895 896 897 898 899 900 901 902 903 904 905 906 907 908 909 910 911 912 913 914 915 916 917 918 919 920 921 922 923 924 925 926 927 928 929 930 931 932 933 934 935 936 937 938 939 940 941 942 943 944 945 946 947 948 949 950 951 952 953 954 955 956 957 958 959 960 961 962 963 964 965 966 967 968 969 970 971 972 973 974 975 976 977 978 979 980 981 982 983 984 985 986 987 988 989 990 991 992 993 994 995 996 997 998 999 1000

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# RAILROAD SHARE LIST, Including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (\*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "S."

[illegible]

**Philadelphia Stock Exchange.**  
Closing Prices for the week ending Sept. 5

W. 30. Th. 31. F. 1. Sat. 2. M. 4. Tu. 5.

	W 30. Th. 31.	F. 1.	Sat. 2.	M. 4.	Tu. 5.
Allegheny Val. 7 3-10s. 102	102	102	102	102	102
7s, Income.	102	102	102	45	102
Camden & Am. Co. 1888.	102	102	102	102	102
6s, 1889.	102	102	102	102	102
Mort. Co. 1889.	102	102	102	102	102
Camden and Atlantic.	49	49	102	102	102
Preferred.	50	50	50	102	102
1st mortgage.	102	102	102	102	102
2d mortgage.	102	102	102	102	102
Oatawissa.	12	12	12	102	102
Preferred.	42	42	42	42	102
New preferred.	40	102	102	102	102
7s, new.	102	102	102	102	102
Del. & Bound Brook.	100	100	100	100	100
7s.	104	104	104	104	104
Elmira & Williamsport.	104	104	104	104	104
Preferred.	104	104	104	104	104
7s.	104	104	104	104	104
Hunt. & B. Top Mt.	7	7	7	7	7
Preferred.	7	7	7	7	7
2d mortgage.	7	7	7	7	7
Lehigh Navigation.	32	32	32	31	30
6s, 1877.	32	32	32	31	30
6s, 1884.	32	32	32	31	30
Gold Loan.	99	98	98	98	102
Railroad Loan.	99	98	98	98	96
Conv. Gold Loan.	101	101	101	102	102
Lehigh Valley.	58	58	58	58	58
6s, new, coupon.	110	110	110	109	58
6s, new, registered.	108	108	108	108	108
7s.	110	110	110	111	111
Consol. mort. Co.	99	99	100	100	99
Little Schuylkill.	104	104	104	104	104
7s.	104	104	104	104	104
Mine & Sch. Haven.	53	53	53	53	53
North Pennsylvania.	24	24	24	24	24
1st mortgage 6s.	24	24	24	24	24
2d mortgage 7s.	110	110	110	110	110
Chattel 10s.	100	100	100	100	100
Gen'l mort. 7s, coup.	101	101	101	101	101
Northern Central.	32	31	31	31	31
Pennsylvania R. E.	47	47	48	47	47
1st mortgage.	105	105	105	105	105
Gen'l mortgage.	107	107	107	107	107
Gen'l mort. reg.	107	107	107	107	107
Consol. mort. 7s, reg.	107	107	107	107	107
Penn. State Co. 2d series.	104	104	104	104	104
Penn. State Co. 3d series.	104	104	104	104	104
Philadelphia City, Co.	110	110	110	110	110
6s, new.	110	110	110	110	110
Phila. and Reading.	44	44	44	44	44
Debenture bonds.	78	78	78	78	78
7s, of 1893.	107	107	107	107	107
7s, new, convertible.	98	98	98	98	98
Gen'l mortgage.	107	107	107	107	107
Gen'l mortgage, reg.	107	107	107	107	107
Philadelphia and Erie.	15	15	15	15	15
1st mortgage, Co.	103	103	103	103	103
2d mortgage, 7s.	103	103	103	103	103
Pittsb. Cin. & St. L. 7s.	91	91	91	91	91
Pittsb. Titusv. & Buff.	91	91	91	91	91
Schuylkill Navigation.	100	100	100	100	100
Preferred.	100	100	100	100	100
6s, 1872.	100	100	100	100	100
6s, 1882.	100	100	100	100	100
6s, 1896.	100	100	100	100	100
United Co. of N. Jersey.	137	137	137	137	137
Hestonville, (Horse).	23	24	25	25	25
Chestnut & Wal. (do.)	67	67	67	67	67
Germanatown (do.)	67	67	67	67	67
Green and Coates (do.)	67	67	67	67	67
Lombard & S'lh. (do.)	67	67	67	67	67
2d and 3d streets (do.)	67	67	67	67	67
Spruce and Pine (do.)	30	30	30	30	3

### Baltimore Stock Exchange.

**Closing Prices for the week ending Sept. 5.**

W.30.Tb 31. F.1. Sat.2. M.4. Tu.5

Baltimore and Ohio.....	154			
6s, 1880.....				
6s, 1885.....	107			
Central Ohio.....				
1st mortgage.....	102		100x	
Marietta & Cincinnati.....				
1st mortgage, 7s.....	104	107	107	168
2d mortgage, 7s.....	95		94	95
3d mortgage, 8s.....	65			
Northern Central.....			32	
2d mortgage, 6s 1885.....	104			
3d mortgage, 6s, 1900.....				
6s, 1900, Gold.....	102		102	102
Orange and Alex. 1st.....				
2d mortgage, 6s.....				
3d mortgage, 8s.....				
4th mortgage, 8s.....				
O., Alex. & Manassas.....	78		78	
Pittsb. & Connellsv. 7s.....	104		103	
Virginia 6s, Connol.....	66	66	66	88
Consol. Coupons.....	86	66	66	86
Deferred Certificates.....				
Western Maryland.....				
1st M., end, by Balt.....				
2d M., do.....				
3d M., do.....			106	106
1st M., unendorsed.....				
2d M., and Wash. Co.....				
3d Mort., preferred.....				
City Passenger R. R.....				



New York Stock Exchange.  
Closing Prices for the week ending Sept. 8.

	Th.31.	F.1.	Sat.2.	M.4.	Tu.5.	W.6.
Adams Express.....	107	107	107	107	107	107
Albany and Susq.....	107	107	107	107	107	107
1st mortgage.....	107	107	107	107	107	107
2d mortgage.....	105	105	105	105	105	105
American Express.....	60	59	59	59	59	59
Am. Dock and Imp. 7s.....	107	107	107	107	107	107
Atlantic & Pacific pref.....	17	17	17	17	17	17
Atlantic & Pacific Tel. 17.....	17	17	17	17	17	17
Bost., Hart. & Erie 1st.....	41	40	35	32	35	29
Burl. C. R. & Minn. 1st. 40	40	35	32	35	29	29
Central of N. Jersey .. 41	40	35	32	35	29	29
1st mortgage, new.....112	112	111	111	111	109	109
7s, consolidated..... 98	98	98	98	98	98	98
7s, convertible..... 87	87	86	86	86	87	87
Central Pacific 6s, gold 112	112	111	111	111	110	110
1st M. (San Joaquin) 96	96	95	95	95	95	95
1st M. (Cal. and Or.).....	95	95	95	95	95	95
Land grant 6s.....	97	97	97	97	97	97
Chicago and Alton.....	97	97	97	97	97	97
Preferred.....	103	103	103	103	103	103
1st mortgage.....	121	121	121	121	121	121
Sinking Fund.....	103	103	103	103	103	103
Income bonds.....	103	103	103	103	103	103
Chic. Burl. & Quincy.....	111	110	110	111	111	111
7s, consol, 1903.....	111	110	110	111	111	111
6s, 1883.....	115	115	115	115	115	115
Chic. & Milwaukee 1st.....	106	106	106	106	106	106
Chic. Mil. and St. Paul. 31	30	30	29	30	30	30
Preferred.....	65	65	64	65	65	65
1st mortgage, 6s.....117	117	117	117	117	117	117
2d mortgage, 7 3-10s.....	117	117	117	117	117	117
7s, gold.....	108	108	108	108	108	108
1st M. (La Crosse div.) 102	102	102	102	102	102	102
1st M. (I. and M. div.).....	95	95	95	95	95	95
1st M. (I. and D. div.).....	95	95	95	95	95	95
1st M. (H. & D. div.).....	95	95	95	95	95	95
1st M. (C. & M. div.).....	98	98	98	98	98	98
Consolidated S. F.....	89	89	88	89	89	89
Chic. & Northwestern. 36	37	36	36	36	37	37
Preferred.....	60	60	59	59	59	59
1st mortgage.....	60	60	59	59	59	59
Sinking Fund.....	105	105	105	105	105	105
Consolidated 7s.....	105	105	105	105	105	105
Consol. Gold bonds..... 93	93	93	92	93	93	93
Do. reg.....	104	104	104	104	104	104
Chic. Rock Isl. & Pac. 103	104	104	104	104	104	104
7s, 1890.....	110	110	110	110	110	110
Clev. Col. C. and Ind. 37	36	32	35	35	35	35
1st mortgage.....	110	110	110	110	110	110
Clev. & Pittsburg guar.....	91	90	91	91	91	91
7s, Consolidated.....	91	91	91	91	91	91
4th mortgage.....	91	91	91	91	91	91
7s, new.....	91	91	91	91	91	91
Col. Chi. & Ind. Cent.....	81	81	81	81	81	81
1st mortgage.....	81	81	81	81	81	81
2d mortgage.....	81	81	81	81	81	81
Consol. Coal of Md..... 39	39	39	39	39	39	39
Del. & Hudson Canal. 84	84	84	84	84	84	84
Reg. 7s, 1891.....	111	111	111	111	111	111
Reg. 7s, 1894.....	105	105	105	105	105	105
7s, 1894.....	105	105	105	105	105	105
Del. Lack. & Western. 83	84	83	80	82	81	81
2d mortgage 7s.....	84	83	80	82	81	81
7s, Convertible.....	84	83	80	82	81	81
Det. Mon. & Tol. 1st.....	72	72	72	72	72	72
Et. of Columbia 3-6s..... 72	72	72	72	72	72	72
Erie Railway.....	101	101	101	101	101	101
Preferred.....	101	101	101	101	101	101
1st mortgage.....	101	101	101	101	101	101
2d mortgage.....	101	101	101	101	101	101
3d mortgage.....	101	101	101	101	101	101
4th mortgage.....	101	101	101	101	101	101
5th mortgage.....	101	101	101	101	101	101
Great Western 1st mort.....	92	92	92	92	92	92
2d mortgage.....	92	92	92	92	92	92
Hannibal & St. Joseph.....	101	101	101	101	101	101
Preferred.....	19	19	19	19	19	19
8s, Convertible..... 75	75	75	75	75	75	75
Hudson River 2d mort.....	89	89	88	83	82	84
Illinois Central.....	89	89	88	83	82	84
Kansas Pacific.....	62	62	60	60	61	61
Lake Shore & Mich. So. 63	62	62	60	60	61	61
Consol. 7s.....	62	62	60	60	61	61
Consol. 7s, reg.....	62	62	60	60	61	61
2d Consolidated.....	62	62	60	60	61	61
Lake Shore Div. bonds. 105	67	64	62	62	62	62
Leh. & W.B. 7s, Con.....	104	104	104	104	104	104
Long Dock bonds.....	93	93	92	92	92	92
L'ville & Nash. 7s Cons.....	39	39	38	35	36	38
Michigan Central.....	39	39	38	35	36	38
7s, 1902.....	101	101	101	101	101	101
8s, 1882.....	110	110	110	110	110	110
M. S. and N. I. 1st, S.F.....	103	103	103	103	103	103
2d mortgage.....	103	103	103	103	103	103
Morris and Essex.....	109	109	108	109	107	107
1st mortgage.....	109	109	108	109	107	107
2d mortgage.....	109	109	108	109	107	107
7s of 1871.....	104	104	104	104	104	104
7s, Convertible.....	104	104	104	104	104	104
7s, Consolidated.....	101	101	101	101	101	101
N. Y. Cent. & Hud. Riv 106	106	106	106	106	106	106
7s, Sinking fund, 1876.....	106	106	106	106	106	106
6s, Sinking fund, 1883 104	104	104	104	104	104	104
6s, Sinking fund, 1887.....	104	104	104	104	104	104
1st mortgage.....	104	104	104	104	104	104
1st mortgage, reg.....	104	104	104	104	104	104
N. York and Harlem. 187	187	187	187	187	187	187
Preferred.....	187	187	187	187	187	187
1st mortgage.....	121	121	121	121	121	121
1st mortgage, reg.....	121	121	121	121	121	121

New York Stock Exchange.  
Closing Prices for the week ending Sept. 8.

	Th.31.	F.1.	Sat.2.	M.4.	Tu.5.	W.6.
New Jersey.....	188	188	188	188	188	188
N. Y. N. Haven & Hart 151	151	151	151	151	151	151
North Missouri 1st M. 96	96	96	96	96	96	96
Ohio and Mississippi 20	19	19	19	19	19	19
Preferred.....	20	20	20	20	20	20
2d mortgage.....	20	20	20	20	20	20
Consolidated 7s.....	92	92	92	92	92	92
Consol. Sinking fund.....	92	92	92	92	92	92
1st M. (Springfield D.).....	22	22	22	22	22	22
Pacific Mail S. S. Co. 22	22	22	22	22	22	22
Pacific R. R. of Mo. 22	22	22	22	22	22	22
1st mortgage.....	94	94	94	94	94	94
2d mortgage.....	94	94	94	94	94	94
Pacific 7s, guar. by Mo.....	94	94	94	94	94	94
Panama.....	128	128	128	128	128	128
Pitts., Ft. W. & Chi. 101	101	101	101	101	101	101
1st mortgage.....	101	101	101	101	101	101
2d mortgage.....	110	110	110	110	110	110
3d mortgage.....	110	110	110	110	110	110
Quicksilver Mining Co.....	110	110	110	110	110	110
Preferred.....	110	110	110	110	110	110
St. L. Alton and T. H. 101	101	101	101	101	101	101
Preferred.....	101	101	101	101	101	101
1st mortgage.....	101	101	101	101	101	101
2d mort. preferred..... 90	90	90	90	90	90	90
Income bonds.....	101	101	101	101	101	101
St. L., Iron M. & S. 101	101	101	101	101	101	101
1st mortgage.....	101	101	101	101	101	101
2d mortgage.....	101	101	101	101	101	101
St. L., Jack. & Chi. 1st.....	101	101	101	101	101	101
St. L., Kan. City & N.....	61	61	61	61	61	61
Preferred.....	29	29	28	28	28	28
Tol. P. & V. 1st E.D.....	87	87	87	87	87	87
1st mort., West. Div.....	87	87	87	87	87	87
Tol. Wab. & Western.....	87	87	87	87	87	87
Preferred.....	87	87	87	87	87	87
1st mortgage.....	91	91	91	91	91	91
2d mortgage.....	91	91	91	91	91	91
7s, Consolidated.....	91	91	91	91	91	91
St. Louis Division.....	61	61	61	61	61	61
Union Pacific.....	61	61	61	61	61	61
1st mortgage.....	106	106	106	106	106	106
Land Grant 7s.....	104	104	104	104	104	104
Sinking Fund 8s.....	92	92	92	92	92	92
United States Express.....	61	61	60	60	60	60
Warren.....	85	85	85	85	85	85
Wells-Fargo Express.....	85	85	85	85	85	85
Western Pacific bonds. 101	101	101	101	101	101	101
Western Union Tel.....	69	69	69	69	69	69
7s, S. F. conv., 1900.....	101	101	101	101	101	101

## Boston Stock Exchange.

Closing Prices for the week ending Sept. 8.

	Th.31.	F.1.	Sat.2.	M.4.	Tu.5.	W.6.
Atch., Top. and San. Fe.....	82	82	83	83	84	84
1st mortgage.....	82	82	83	83	84	84
2d mortgage.....	82	82	83	83	84	84
Land Grant 7s.....	104	104	104	104	104	104
Income 12s.....	104	104	104	104	104	104
Boston and Albany.....	133	133	133	133	133	133
7s.....	133	133	133	133	133	133
6s, 1890.....	133	133	133	133	133	133
Boston and Lowell.....	64	64	64	64	64	64
7s.....	64	64	64	64	64	64
Boston and Maine.....	97	97	97	97	97	97
Boston and Providence.....	136	136	136	136	136	136
Boston, Hart. & Erie 7s 18	19	19	19	19	19	19
Boston Water Power.....	71	71	71	71	71	71
Burl. & Mo. R. in Iowa.....	110	110	110	110	110	110
Land Grant 7s.....	110	110	110	110	110	110
Burl. & Mo. R. in Neb.....	102	102	102	102	102	102
8s, old.....	102	102	102	102	102	102
Carthage and Burl. 8s.....	102	102	102	102	102	102
Cary Improvement.....	104	104	104	104	104	104
Chi., Burl. and Quincy 114	114	114	114	114	114	114
7s.....	109	109	109	109	109	109
Cin., Sand. and Clev.....	61	61	61	61	61	61
Concord.....	61	61	61	61	61	61
Connecticut River.....	61	61	61	61	61	61
Eastern.....	61	61	61	61	61	61
7s, Sinking Fund.....	49	49	49	49	49	49
Fitchburg.....	119	119	119	119	119	119
Ind., Cin. & Lafayette.....	39	39	39	39	39	39
Michigan Central.....	39	39	39	39	39	39
Nashua and Lowell.....	39	39	39	39	39	39
Northern, N. H.....	39	39	39	39	39	39
Norwich & Worcester.....	39	39	39	39	39	39
Ogden & Lake Champ.....	39	39	39	39	39	39
Preferred.....	84	84	84	84	84	84
Old Colony.....	106	106	106	106	106	106
Ph., Wil. & Baltimore.....	106	106	106	106	106	106
Portl'd, Saco & Ports. 53	61	61	61	61	61	61
Ports., Gt. Falls & Con.....	61	61	61	61	61	61
Pullman Palace Car.....	77	77	77	77	77	77
Union Pacific.....	77	77	77	77	77	77
6s.....	105	105	105	105	105	105
Land Grant 7s.....	102	102	102	102	102	102
Sinking Fund 8s.....	91	91	91	91	91	91
Vermont and Canada.....	104	104	104	104	104	104
Vermont and Mass.....	104	104	104	104	104	104
Worcester and Nashua.....	104	104	104	104	104	104
Cambridge (Horse).....	63	63	63	63	63	63
Metropolitan (" ).....	63	63	63	63	63	63
7s.....	63	63	63	63	63	63
Middlesex (" ).....	63	63	63	63	63	63
Central Mining Co.....	100	100	100	100	100	100
Calumet and Hecla.....	100	100	100	100	100	100
Copper Falls.....	100	100	100	100	100	100
Franklin.....	100	100	100	100	100	100
Quincy.....	100	100	100	100	100	100



Government securities show some further decline, owing to the measure of progress which has attended the 4½ per cent loan; and it was stated late on Wednesday that the Treasury had decided to call in an additional ten millions of five-twenty bonds.

Gold declined and touched 109¼, from which rate there was a rally, and at the close on Wednesday stood at 109½. The decline was attributed to the weakness in exchange, and the reports of the success of the 4½ per cent loan. The reaction was due to a variety of influences.

The exports of merchandise from New York the past week was valued at about 6½ millions dollars, or about a million in excess of the corresponding week of last year. The imports last week were, on the contrary, a million dollars less than the corresponding week last year. Foreign exchange has been dull and rates drooping.

The latest bank statement presented some notable features, as compared with last year. The situation remains favorable to a continued ease in the money market; and yet some appreciation in rates, as the movement of the crops becomes active, seems to be anticipated. But the features referred to are the increase in the amount of gold held by the National banks of New York city, from \$10,210,800 on the 4th of September, 1875, to \$22,142,000 on the 2d of September, 1876, or about 117 per cent. There has been at the same time in the bank note circulation a decrease from \$18,125,400 to \$14,008,800. The actual strength of the banks is nearly 7½ per cent less than a year ago, though nominally greater. Prices of leading staples are much less than a year ago, and there is less disposition to speculation; hence, not so much money is now needed to move the crops as was then required.

There has been rather more doing in American pig iron. Cotton continues to decline under improved crop prospects, and comparatively free arrivals at the ports. Breadstuffs and provisions have in most particulars rapidly advanced. Coffee and sugars are lower. A check has been given to the upward tendency of petroleum. We are having delicious Autumn weather, and the volume of trade is large: so large, indeed, as to present the appearance of activity.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

**New York.**—Rensselaer and Saratoga R. R., 115; Missouri, Kansas and Texas R. R., 8; do. consol. S. F. bonds, 58¼; South Pacific of Mo. 6s, 69; Nashville and Decatur 1st mort., 91; Cleveland and Toledo 7s, new, 105; Belleville and Southern Ills. 1st mort., 90; Canada Southern 1st mort., coupon on, 52; Cedar Falls and Minnesota 1st mort., 90½; Long Island R. R. 1st mort., 105; Delaware and Hudson Canal reg. 7s, 1877, 108½; Chesapeake and Ohio R. R. 1st mort. coupon on, 27; Winona and St. Peter R. R. 2d mort., 75; Mariposa L. and M., 5; do. pref., 6¾; Producers' Consol. L. and P. Co., 115¾; Missouri 6s, long bonds, 107½; do. 1877, 101¼; Georgia 7s, gold, 108½; Tennessee 6s, old, 48½; do. new, 49; do. n. s., 48½. The latest quotations are: Pacific Mail, 22@22¼; Western Union Telegraph, 70½@70¾; Atlantic and Pacific Tel., 15@15½; Quicksilver Mining, 18@15; do. pref., 18@20; Mariposa Land and Mining, 5½@7; do.

pref., 6½@7; Adams Exp., 105@109; American Exp., 59¼@60; U. S. Express, 60@61; Wells-Fargo Express 84@84½; Chicago and Alton, 96@98; Cleveland and Pittsburg, 91@91½; Chicago and Northwestern, 86½@86¾; do. pref., 59½@60; Chicago, Rock Island and Pacific, 104@104½; Chicago, Milwaukee and St. Paul, 81@81½; do. pref., 66¼@66¾; Cleveland, Columbus, Cincinnati and Indianapolis, 34½@37; Columbus, Chicago and Indiana Central, 4@4¼; Delaware, Lackawanna and Western 81½@81¾; Erie, 9¼@9½; Hannibal and St. Joseph, 10½@11½; do. pref., 19@20; Lake Shore and Michigan Southern, 51¼@51½; Michigan Central, 88@88½; New York and Harlem, 186¼@188; N. Y. Central and Hudson River 105@105½; Central of New Jersey 29¼@29½; Ohio and Miss., 11¼@11½; Panama, 126@130; Toledo, Wabash and Western, 2½@2½; Union Pacific, 61@62; do. 1st mort., 106½@106¾; do. 7s, land grant, 104½@104¾; do. sinking fund 8s, 92@92½; Central Pacific 6s, gold, 110¼@111.

**Philadelphia.**—Nesqueoning Valley R. R., 52; Delaware Division Canal 49; Philadelphia and Reading R. R. pref., 45¼; Fifth and Sixth streets R. R., 75; Schuylkill Nav. 7s, Boat Loan, 81½; Susq. Canal 6s, 73; Philadelphia and Reading Coal and Iron mort. 7s, 80; American Steamship Co. 6s, 89½; North Pennsylvania Gen'l mort. 7s, reg., 108; Northern Pacific 7.30s, reg., 14; Continental Passenger R. R., 7s, 100; Harrisburg and Lancaster 6s, 101; Pennsylvania and New York Canal 7s, 109½; Pennsylvania Canal 6s, 71½; Central Transp. 43. The latest quotations are: City 6s, 105¼@—; do. free of tax, 111@111½; Pennsylvania State 6s, 2d series, 104½@—; do. 3d series, 113@—; Philadelphia and Reading, 44½@44¾; do. Gen'l mort. 7s, coupon, 107½@108; do. reg., 107@107½; do. mort. 6s, 1880, 102@—; do. 7s, new conv., 97@98; do. 7s, 1893, 109@112; United New Jersey R. R. and Canal Co., 187@187½; Camden and Amboy mort. 6s, 1889, 107@—; Pennsylvania R. R., 47½@47¾; do. 1st mort., 105¼@106; do. general mort. coupon, 106½@107¼; do. reg., 107½@108; do. Consol. mort. 6s, reg., 99¼@—; Little Schuylkill R. R., 47@47½; Morris Canal, 50@50½; do. pref., 183@188; Susq. Canal, 6@10; do. 6s, 70@78; Schuylkill Nav., 5@7; do. pref. 11@13; do. 6s, 1882, 75@77½; do. 1872, 93@95; Elmira and Williamsport pref., 40@—; do. 7s, 101¼@—; do. 5s, 65@—; Lehigh Coal and Navigation, 28½@28¾; do. 6s, 1884, 102@102; do. R. R. Loan 100¼@102; do. Gold Loan, 95@95½; North Pennsylvania, 49½@50; do. 6s, 105@106½; do. 7s, 109@110¼; do. Gen'l mort. 7s, reg., 107½@108¼; do. chattel 10s, 108@—; Philadelphia and Erie 15@15½; do. 6s, 103@103½; do. 7s, 92½@93¼; Minehill, 52½@53½; Catawissa, 10½@13; do. pref., 42@42½; do. new pref., 40@41; do. 7s, 1900, 106@109; Lehigh Valley, 52½@53; do. 6s, new coupon, 106@—; do. reg., 108@109; do. 7s, 110½@—; do. consol. mort., 99½@100; Fifth and Sixth streets (horse), 71@75; Second and Third, 80@85; Thirteenth and Fifteenth, 40@42; Spruce and Pine, 31@32; Green and Coates, 50@52; Chestnut and Walnut, 83@88; Hestonville, 25¼@25¾; Germantown, 66½@67½; Union, 96@98; Lombard and South, 12@20; Ridge Avenue, 55@60; Tenth and

Eleventh —@—; Seventeenth and Nineteenth, 36@—.

**Boston.**—Summit Branch, 24; do. 7s, 1902, 98¾; Eastern R. R. scrip, 45; do. new gold bonds, 45½; Boston, Revere Beach and Lynn R. R., 110½; Connecticut and Passumpsic Rivers R. R. pref., 37½; Michigan Central Air Line 8s, 1890, 90; Vermont Central 2d mort., 4½; Boston 6s, 1894, 113; St. Louis City 6s, 104; St. Louis County 6s, 1880, gold, 107½; Cincinnati 7.30s, 1902, 105½; do. 1904, 110¼; Manchester 6s, 1880@1882, 101½; Haverhill 5s, 1884, 99¾; New Bedford 5s, 1900, 101½; Lynn 5s, 1882, 100¾; Duncan Silver Mining Co., 4¼.

**Baltimore.**—Cincinnati and Baltimore 7s, 98½; Sandusky, Mansfield and Newark 7s, 99; Virginia and Tennessee 2d mort. 6s, 70; Baltimore and Ohio R. R. 2d pref., 101½; Baltimore 6s, 1875, 103¼; do. 1886, 109; do. 1890, 110½; Cincinnati 7.30s, 107¼; Norfolk water 8s, 104. The latest quotations are: Cincinnati and Baltimore 7s, 98½@98¾; Chesapeake and Ohio Canal 6s, —103@; Wilmington and Weldon 7s, —@101½; Wilmington, Columbia and Augusta 7s, —@40; Richmond and Danville 1st mort., 69@—; Pittsburg and Connellsville 7s, 1898, 103¾@104; Baltimore and Ohio, 152¼@155; do. 6s, 1880, 102½@—; do. 1885, 106¾@107; Northern Central, 31@32; do. 6s, 1885, 103¼@104¼; do. 6s, 1900, 104@105; do. 6s, 1900, gold, 102¼@102½; N. W. Va. 3d mort., 1885, 97@—; Marietta and Cincinnati 1st mort. 7s, 1892, 108@108½; do. 2d mort. 7s, 94¾@95¼; do. 3d mort. 8s, 65¼@66; Central Ohio, 35¼@—; do. pref., 38@—; do. 1st mort., 100@100½; Western Maryland 1st mort. 6s, 1890, 90@—; do. 1st mort. guar., 105@105; do. 2d mort. guar., —@107½; do. 3d mort. guar. 105¼@106; do. 2d mort. pref., 100@101; do. 2d mort. guar. by Washington Co., 101@102; Virginia and Tennessee 2d mort. 6s, 70@71; do. 3d mort. 8s, 66¼@69; Orange and Alexandria 1st mort. 6s, 80@90; do. 2d mort. 6s, 70@80; do. 3d mort. 8s, 63@73; do. 4th mort. 8s, —@53¼; Orange, Alex. and Manassas 7s, 77@79; Baltimore 6s, 1875, 103¼@103½; do. 1884, 109@109½; do. 1886, 109@109¼; do. 1890, 110@110; do. 1900, 109@109¾; do. 1902, 110@—; do. 5s, 90@94; Memphis City 6s, 50@—; Maryland Defense 6s, 1883, 110@111; do. Hospital 6s, 106@106½; do. 5s, —@100; Virginia coupon 6s, old, 30@—; do. new, 30@—; do. consol. 6s, 66¼@67; do. Peelers, 33@33½; Virginia Consol. coupons, 86½@86¾; West Virginia def. certif., 5¾@6; City Passenger R. R., 30@—; George's Creek Coal, 120@129; Atlantic Coal, 1.75@2.05; Canton Co., 30@—; do. 1st mort. 6s, 92@95; Santa Clara Mining Co., 15@25; do. bonds, 40@—.

CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY }  
Co., New York, Sept. 5, 1876.

NOTICE IS HEREBY GIVEN THAT A DIVIDEND of Three Dollars and Fifty Cents per share has been declared on the preferred stock of the Chicago, Milwaukee and St. Paul Railway Company, payable at the office of the company, No. 68 William st., on the 5th day of October next, and that the transfer-books will be closed on the 20th day of September and reopened on the 10th day of October next.

JULIUS WADSWORTH,  
Vice President.

The route for the contemplated North Shore Railroad on Long Island, is now being surveyed.



## Railroad Earnings.

The gross earnings of the Chicago, Milwaukee and St. Paul Railway company, as officially reported for 1876, compare with those of the two preceding years as follows:

	1874.	1875.	1876.
Fourth week of Aug.	\$284,600	\$180,944	\$187,000
Month of August.	3,704,300	630,516	569,482
Jan. 1 to Aug. 31.	5,935,445	5,865,352	5,215,277

—which shows for 1876, when compared with 1875, a gain for the last week of \$6,056; for the month a loss of \$61,034; and for the eight months a gain of \$349,925. But compared with 1874, the losses are \$197,000 for the week, \$134,818 for the month, and for the eight months \$720,168.

The earnings of the Chicago and Alton Railroad Company for the fourth week in August were:

1876	\$132,016 18
1875	126,021 38

Increase..... \$6,594 75

The total earnings for the month of August were:

1876	\$494,271 58
1875	411,960 46

Increase..... \$82,311 12

The earnings from January 1 to September 1 were:

1876	\$3,149,643 13
1875	2,912,471 39

Increase..... \$237,271 74

The gross earnings of the Michigan Central Railroad Company for the fourth week of August were:

1876	\$212,106 59
1875	176,867 91

Increase..... \$35,238 68

For the month of August the earnings were:

1876	\$542,772 23
1875	534,000 48

Increase..... \$8,771 75

The earnings of the Ohio and Mississippi Railroad Company for the month of August were:

1876	\$292,897 59
1875	257,770 56

Increase..... \$35,127 03

The earnings of the St. Louis, Kansas City and Northern Railroad for the week ending August 31, were:

1876	\$73,158 83
1875	72,066 19

Increase..... \$1,092 64

For the month ending August 31, the earnings were:

1876	\$255,687 60
1875	248,885 99

Increase..... \$6,851 61

From January 1 to August 31 the earnings were:

1876	\$1,973,357 34
1875	1,634,219 36

Increase..... \$339,137 98

The Pacific Railroad of Missouri was sold at St. Louis on the 6th inst., under foreclosure of the third mortgage bonds, and purchased by Andrew Pierce, Jr., for \$3,000,000. The income branches outside of mortgages under which the road was sold, and exclusive of the floating debt, which is small, is \$11,000,000.

## Railroads of Texas.

Messrs. Forster, Ludlow & Co., in their circular of September 1, 1876, say that the Texas Western Narrow Gauge Railroad has twenty-one miles completed and in running order, and is building rapidly toward the Brazos. The International Railroad is now within 9 miles of Austin, the last station being called Duval. It is a question whether the Capital of the State will be reached in time for this year's cotton business. The Tyler-Tap Railroad, Senator Douglas, President, is making satisfactory progress; the Gilmer division has 120 men at work, the Pittsburg division 45. It is expected that the whole line will be graded by the 15th of this month. The Texas and Pacific Railway is now running to Fort Worth, 30 miles West of Dallas, and the gap in the Trans-continental is completed. The San Antonio Railroad is making satisfactory progress beyond Kinsbury; Seguin was reached and rails are laid beyond that city.

## Statement of the Public Debt of the United States, September 1, 1876.

	Amount Outstanding.	Accrued Interest.
DEBT BEARING COIN INTEREST.		
5 per cent. bonds, 1858.....	\$280,000 00	\$2,160 67
6 per cent. 1881 bonds, 1881.....	18,416,000 00	134,150 00
6 per cent. 1881 bonds, (Oregon), 1881.....	945,000 00	6,450 00
6 per cent. 1881 bonds, 1881.....	189,321,350 00	1,898,213 50
6 per cent. 1881 bonds, 1883.....	75,000,000 00	750,000 00
5 per cent. 10-40 bonds, 1884.....	194,566,300 00	4,861,167 50
6 per cent. 5-20 bonds, 1865.....	160,558,850 00	3,011,173 00
6 per cent. consols, 1865.....	202,668,100 00	2,026,681 00
6 per cent. consols, 1867.....	810,822,750 00	3,106,227 50
6 per cent. consols, 1868.....	37,473,800 00	374,738 00
6 per cent. funded loan of 1881	517,494,150 00	2,156,225 62

Aggregate of debt bearing coin interest..... \$1,607,320,100 00 \$18,378,132 79  
Interest due and unpaid..... 5,620,831 18

## DEBT BEARING INTEREST IN LAWFUL MONEY.

3 per cent. navy pension fund, 1868..... \$14,000,000 00 \$70,000 00

## DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	\$57,965 00	\$64,174 81
6 per cent. Mexican indemnity stock, 1846.....	1,104 61	85 74
6 per cent. bonds, 1847.....	1,250 00	22 00
6 per cent. bounty land scrip, 1847.....	3,400 00	216 55
6 per cent. Texas indemnity bonds, 1850.....	21,000 00	3,045 00
5 per cent. bonds, of 1853.....	8,000 00	0 00
5 per cent. bonds, 1860.....	10,000 00	600 00
6 per cent. 5-20 bonds, called 1862.....	884,650 00	2,273 27
6 per cent. 5-20 bonds, called June, 1864.....	1,165,900 00	31,963 08
6 per cent. 5-20 bonds, called 1865.....	134,700 00	2,492 56
1-10 to 6 per cent. treasury notes, prior to 1846.....	82,575 36	2,670 76
1-10 to 6 per cent. treasury notes, 1846.....	6,000 00	206 00
6 per cent. treasury notes, 1847.....	950 00	57 00
3 to 5 per cent. treasury notes, 1857.....	1,900 00	105 00
6 per cent. treasury notes, 1861.....	3,100 00	872 00
7 3-10 per cent. 3 years' treasury notes, 1861.....	17,050 00	1,198 43
5 per cent. 1 year notes, 1863.....	60,025 00	3,013 35
5 per cent. 2 year notes, 1863.....	43,200 00	2,005 08
6 per cent. compound interest notes, 1868-64.....	323,380 00	64,956 94
7 3-10 per cent. 3 years' treasury notes, 1864-65.....	182,300 00	12,754 73
6 per cent. certificates of indebtedness, 1862-63.....	5,000 00	313 43
4 to 6 per cent. temporary loan, 1864.....	3,000 00	256 06
3 per cent. certificates called.	5,000 00	894 31

Aggregate of debt on which interest has ceased since maturity..... \$3,021,210 26 \$193,770 15

## DEBT BEARING NO INTEREST.

Demand notes, 1861-62.....	\$60,732 50
Legal tender notes, 1862-63.....	369,334,804 00
Certificates of deposit.....	31,880,000 00
Fractional currency, 1862-64.....	31,355,311 43
Coin certificates, 1863.....	29,969,800 00
Unclaimed interest.....	21,704 84

Aggregate of debt bearing no interest..... \$462,606,447 95 \$21,704 84

## RECAPITULATION.

	Amount Outstanding.	Interest.
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Debt bearing interest in coin, viz:

Bonds at 6 per cent.....	\$984,999,650 00	
Bonds at 5 per cent.....	712,320,450 00	
	\$1,697,320,100 00	\$24,007,463 97

Debt bearing interest in lawful money, viz:

Navy pension fund, 3 per cent.....	14,000,000 00	70,000 00
Debt on which interest has ceased since maturity.....	3,021,210 26	193,770 15

Debt bearing no interest, viz:

Old Demand and legal-tender notes.....	\$369,401,336 50	
Certificates of deposit.....	31,880,000 00	
Fractional currency.....	31,355,311 43	
Coin Certificates.....	29,969,800 00	
	\$462,606,447 95	

Unclaimed interest..... 21,704 84

Total debt, principal and interest, to date, including interest due and unpaid..... \$2,201,240,703 17

## AMOUNT IN TREASURY.

Coin.....	\$62,511,966 17
Currency.....	11,666,805 86
Special deposit held for redemption of certificates of deposit as provided by law.....	31,880,000 00

Total..... \$106,058,762 03

Debt, less amount in Treasury, Sept. 1, 1876..... \$2,095,181,941 14

Debt, less amount in Treasury, on the 1st ult. 2,098,501,311 06

Decrease of debt during the past month..... \$3,119,369 92

Decrease of debt since June 30, 1876..... 4,257,405 85

## BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES, INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64.....	\$25,885,120 00	\$258,351 20
Kansas Pacific bonds, 1862-64.....	6,303,000 00	63,030 00
Union Pacific bonds, 1862-64.....	27,236,612 00	272,365 12
Central Branch Union Pacific bonds, 1862-64.....	1,600,000 00	16,000 00
Western Pacific bonds, 1862-64.....	1,970,560 00	19,705 60
Sioux City and Pacific bonds, 1862-64.....	1,623,320 00	16,233 20

Totals..... \$64,623,512 00 \$646,235 12

Interest paid by United States, \$32,080,218 42; interest repaid by transportation of mails, &c., \$6,924,552 35; balance of interest paid by United States, \$25,165,966 64.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, August 31, 1876.

LOT M. MORRILL,

Secretary of the Treasury.

On the 6th inst. the Secretary of the Treasury issued another call for \$10,000,000 5-20s of 1865 (old), of which \$7,000,000 are coupon and \$3,000,000 registered bonds, numbered as follows:

Coupon, \$50, 551 to 600; \$100, 851 to 2,500; \$500, 3,351 to 9,700; \$1,000, 14,551 to 26,000. Registered, \$100, 201 to 650; \$500, 801 to 1,050; \$1,000, 501 to 1,800; \$5,000, 1,101 to 1,550; \$10,000, 1,151 to 2,100, all numbers inclusive.

Interest ceases Dec. 6. This call is on account of an additional subscription by the Syndicate for \$10,000,000 of the new 4 1/2 per cents.

The earnings of the Philadelphia and Erie Railroad for July, 1876, were \$258,286, the expenses \$198,061, and the net earnings \$58,225.

For July, 1875, the earnings were \$322,837, the expenses \$202,424, and the net earnings \$120,413

—showing a decrease in earnings of \$66,551, a decrease in expenses of \$4,236, and a decrease in net earnings of \$62,188.

An exchange newspaper says that "Japan's new postal system is a success, and in nearly every town may be seen the sign in English 'Post Office.'" Every Post Office is furnished with a scale of American manufacture, made by the well known house of Fairbanks.—N. Y. Evening Post, Aug. 25.



## MARSHAL'S SALES.

## Marshal's Sale.

George L. Douglass, trustee, &c., p'lff, against Louisville, Cincinnati and Lexington Railroad Company, def'ts, and cases heard therewith—Louisville Chancery Court, No. 27,787.

BY virtue of a judgment rendered in the above-named case and the cases heard therewith, the undersigned will,

ON MONDAY, DECEMBER 4, 1876,

sell at public outcry at the door of the court-house, in the city of Louisville, Ky., about the hour of 11 o'clock, A. M., to the highest bidder, the following described property, viz:

All the rights, properties and franchises of the Louisville, Cincinnati and Lexington Railroad Company, including all the right, title and interest of said company free from the liens, mortgages or claims of any kind of the parties herein except as hereinafter stated in and to its line of railroad from its depot on Brook st., in the city of Louisville, through the counties of Jefferson, Oldham, Henry, Franklin, Woodford, Scott and Fayette to its depot on Water st., in the city of Lexington, and from Lagrange Junction, in Oldham county, through the counties of Oldham, Henry, Carroll, Gallatin, Grant, Boone, Kenton and Campbell, to its junction in the city of Newport with the Newport and Cincinnati Bridge, with all its improvements and appurtenances, right of way, lands adjacent thereto, depots, and the land upon which they are situate, and adjacent thereto, machine shops, round houses, cattle-pens, and the lands on which they are situate and adjacent thereto, turn-outs, side-tracks, switches, engines, passenger cars, baggage cars, freight cars, dirt cars, hand cars and all other rolling stock of every description, machinery, tools, implements, fixtures, furniture, whether in buildings owned by it or leased by it or the receiver, materials and supplies of every description, so as to vest in the purchaser all of the right, title and interest of said Louisville, Cincinnati and Lexington Railroad Company, and to all property owned by it or in which it has any interest on said day of sale except choses in action, and all its rights and franchises free from any lien or claim of any of the parties to this suit except as hereinafter stated.

The purchaser or in the event of his transferring his bid before confirmation of the sale and the transferee thereof being accepted by the court, such transferee shall in any event in addition to the amount bid by him be required to assume the following outstanding debts, and all the engagements and obligations of the mortgage and deed of trust given to secure them, viz: One hundred bonds of one thousand dollars each, executed by the city of Louisville, the payment whereof was assumed by the Louisville and Frankfort Railroad Company, and secured by deed of mortgage dated 20th November, 1854, and recorded in the Jefferson County Court clerk's office, in deed book —, page —. Said bonds mature July 1, 1891, and bear interest at 6 per cent. per annum from July 1, 1876, payable semi-annually on the 1st day of each July and January from January 1, 1877, to July 1, 1891, inclusive.

Twelve bonds of one thousand dollars each, executed by Louisville and Frankfort Railroad Company, and secured by deed of trust from said corporation to James Guthrie, Virgil McKnight and Joshua B. Bowles, dated March 12, 1857, five of which bonds mature July 1, 1877, and seven of which mature July 1, 1878, and all of which bear interest at 6 per cent. per annum, payable semi-annually from July 1, 1876, the first five bearing coupons payable January 1, 1877, and July 1, 1877, and the other seven bearing coupons payable January 1, 1877, July 1, 1877, January 1, 1878, and July 1, 1878.

In addition to the assumption of the above amounts, and the engagements and obligations of the above mortgage and deed of trust, the undersigned will first offer said property, subject to the assumption by the purchaser of the following amounts and of the engagements, obligations, rights, duties and powers of the deeds of trust given to secure them respectively, to-wit: three thousand bonds of one thousand dollars each, dated January 1, 1867, and due January 1, 1897, bearing interest from July 1, 1876, at the rate of seven per cent. per annum, payable semi-annually on the first day of each January and July from January 1, 1877, to January 1, 1897, both inclusive, and same secured by deed of trust from the Louisville and Frankfort and Lexington and Frankfort Railroad Companies to Norvin Green, trustee, dated January 1, 1867, and hereinafter called the Norvin Green trust deed.

Nine hundred and eighty-nine bonds of one thousand dollars, each dated April 1, 1870, and due April 1, 1900, bearing interest from October 1, 1876, at the rate of

8 per cent. per annum, payable semi-annually on the first day of each April and October from April 1, 1877, to April 1, 1900, both inclusive, and same secured by deed of trust from the Louisville, Cincinnati and Lexington Railroad Company to George L. Douglass, trustee, dated April 1, 1870, and hereinafter called the Douglass trust deed.

Three hundred and seventy-four bonds of one thousand dollars, each dated October 1, 1872, and due October 1, 1902, bearing interest from October 1, 1876, at the rate of eight per cent. per annum, payable semi-annually, on the first day of each April and October from April 1, 1877, to October 1, 1902, both inclusive, and same secured by deed of trust from the Louisville, Cincinnati and Lexington Railroad Company to A. D. Hunt, trustee, dated October 7, 1872, hereinafter called the Hunt trust deed.

One million five hundred and eighty-two thousand five hundred dollars in bonds, some of one thousand dollars and some of five hundred dollars, each dated April 1, 1873, and due 1st January, 1903, bearing interest from July 1, 1876, at the rate of seven per cent. per annum, payable semi-annually on the first day of each July and January from January 1, 1877, to January 1, 1903, both inclusive, and same secured by deed of trust from the Louisville, Cincinnati and Lexington Railroad Company to James Lees, trustee, dated April 1, 1873, and hereinafter called the Lees trust deed.

When said property is so offered, subject to the assumption by the purchaser of the amounts secured as above by said six mortgages, and his assumption of the engagements, obligations, rights, powers and duties of said six mortgages, if an amount is bid equal to the amount of interest due and unpaid thereon regarding the bonds as not matured, together with unpaid costs of said mortgages, and costs of sale and James Taylor's claim, the undersigned will proceed to sell the property so subject, and accept the highest bidder. If no bid of such an amount is made, the undersigned will then offer said property subject to the assumption by the purchaser of the amounts secured as above by the first five mortgages (excluding the Lees trust deed), and his assumption of the engagements, obligations, rights, powers and duties of said five mortgages. When said property is so offered, if an amount is bid equal to the amount of interest due and unpaid under said five mortgages regarding the bonds as not matured, and unpaid costs of the said five mortgages and of sale and James Taylor's claim, the undersigned will proceed to sell the property so subject, and accept the highest bidder therefor. If no bid of such an amount is made, the undersigned will then offer said property subject to the assumption by the purchaser of the amounts secured as above by the first four mortgages (excluding the Lees and Hunt trust deeds), and his assumption of the engagements, obligations, rights, powers and duties of said four mortgages. When said property is so offered, if an amount is bid equal to the amount of interest due and unpaid under said four mortgages regarding the bonds as not matured, and unpaid costs of said four mortgages and costs of sale, the undersigned will proceed to sell the property so subject, and accept the highest bidder therefor. If no bid of such an amount is made, the undersigned will then offer said property subject to the assumption by the purchaser of the amounts secured as above by the first three mortgages (excluding the Lees, Hunt and Douglass trust deeds), and his assumption of and subjection to the engagements, obligations, rights, powers and duties of said three mortgages. When said property is so offered, if an amount is bid equal to the amount of interest due and unpaid under said three mortgages regarding the bonds as not matured, and unpaid costs of said three mortgages and of sale and James Taylor's claim, the undersigned will proceed to sell the property so subject, and accept the highest bid therefor. If no bid of such an amount is made, the undersigned will then offer said property subject to the assumption by the purchaser of the amounts secured as above by the first two mortgages (excluding the Lees, Hunt, Douglass and Green trust deeds), and his assumption of and subjection to the engagements, obligations, rights, power and duties of said two mortgages, and will accept the highest bidder therefor.

The purchaser, or in the event of his transferring his bid before the sale is confirmed, and his transferee being accepted by the court, such transferee will be required to execute a separate obligation to the mortgagee or trustee of each mortgage or deed of trust to which he buys subject, and shall, by such obligation, bind himself to the payment of the debts secured by such mortgage or deed of trust, principal and interest as and when they become due, and to the performance of all the engagements and obligations contained in said mortgage or deed of trust, and shall subject himself and the property purchased by him or future to be

acquired by him, as the owner of said railroad, to all the duties, conditions, engagements and obligations of said mortgage or deed of trust, and confer upon said mortgagee or trustee and his *cestui que trusts* all the powers, rights and duties conferred by the original mortgage or deed of trust, and in every way to bind himself and the property then owned and future to be acquired by him as owner of said railroad, and to confer upon said mortgagee or trustee and his *cestui que trusts* all the rights and powers as if he, the said purchaser, had been the grantor in said original mortgage or deed of trust, and the maker of said bonds and coupons.

If said property is sold subject to any other mortgages than the ones of the city of Louisville and Guthrie, McKnight and Bowles, it will be sold on a credit of 3, 6, 9, 12, 15, 18, 21, 24, 27, 30, 33, 36, 39, 42, 45, 48, 51, 54, 57 and 60 months, for equal parts of the purchase money. If sold subject to these mortgages, it shall be sold on a credit of 3, 6, 9, 12, 15, 18, 21, 24, 27, 30, 33, 36, 39, 42, 45, 48, 51, 54, 57, 60, 63, 66, 69, 72, 75, 78, 81, 84, 87, 90, 93 and 96 months, for equal parts of the purchase money.

The purchaser will be required to execute bonds, with good security, bearing interest from date until paid at 6 per cent. per annum, and said bonds will be drawn payable on or before the day of their respective maturities. The bidder accepted by the marshal will be required to at once deposit with said marshal the sum of \$20,000 as security for his compliance with the terms of sale, which sum the marshal shall at once pay into court, which may be withdrawn by the said bidder on confirmation of the report of sale. A lien will be retained on the property sold to secure the bonds of the purchaser, and any obligation executed by him for mortgages or deeds of trust assumed by him.

C. C. W. ALFRIEND,  
Marshal Louisville Chancery Court.

## Grand Southern Railway.

The Grand Southern Narrow Gauge Railway from St. John to Calais direct, to connect with the Shore Line in Maine is being constructed with vigor and energy, 25 miles east and west of St. George, being now about ready for the rails, and it is thought that 50 miles of road bed will be completed this year; with iron at \$42 to \$45 per ton and everything else in the railroad constructing line correspondingly low, and our people in need of the labor even at low rates it would seem as if with money seeking investment in the large centres at 3 per cent. per annum, our Short Line directors ought to be up and doing.—*Eastport Sentinel*.

Articles of Incorporation of the California Street Railway Company was filed with the Secretary of State of California on the 25th ult. Capital stock \$500,000, divided into 5,000 shares of \$100 each. Location: city and county of San Francisco. Object: To build a street railroad along California street, San Francisco, from its junction with Kearney street to First avenue, and operate the same by stationary engines, endless ropes, etc. Directors: Leland Stanford, David Porter, P. H. Canavan, A. S. Hallidie and Joseph Brittain.

Over 100,000 tons of coal have been shipped from Pictou, N. S., this season, nearly half of which have been shipped by the Halifax Company which works the mines formerly owned by the General Mining Association of London.

The first shipment on the Montreal, Ottawa, and Western (Can.) Railway was made from Montreal on the 25th ult. It consisted of a large quantity of hides and was destined for St. Jerome.

The town of Chatham, N. B., is connected with the Intercolonial Railway by a short branch, which has been built by a private company.

At the close of 1874 there were in Russia 10,725 miles of railroad, and about 2,400 miles in course of construction.



## RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq.* 100	13,500,000	J. & J.	July '73	Long Island 50	2,000,000	M. & S.	May '73	Vermont and Mass. 100	2,800,000	A. & O.	Apr. '73
Atlanta and West Point 100	1,232,200	J. & J.	July '73	Louisv., Cin. and Lex. 50	1,622,453	J. & J.	July '69	Warren (N. J.) 100	1,500,000	A. & O.	Apr. '73
Atlantic and Gulf 100	3,693,200	M. & N.	Nov. '73	pref. 100	848,700	J. & J.	Jan. '74	Warwick Valley 100	225,000	A. & O.	Apr. '73
Atlantic and St. Law.* 100	786,476	M. & N.	Nov. '73	Louisville & Nashville 100	8,980,600	F. & A.	Feb. '74	Westchester & Phil. pref. 100	821,300	J. & J.	July '74
new 1870-100	1,500,000	M. & S.	Mar. '73	Louisv., N. Alb. & Chi. 100	3,000,000	J. & O.	Dec. '70	West Jersey 100	1,559,750	F. & A.	Feb. '74
Avon, Genesee & Mt. M.* 100	225,000	A. & O.	Jan. '75	Lowell and Lawrence 100	200,000	A. & O.	Apr. '73	Winchester & Potomac 100	180,000	J. & J.	July '73
Baltimore and Ohio 100	13,151,962	M. & N.	May '75	Lykens Valley 100	600,000	F. M. A. N.	Aug. '73	Winchester & Strasburg 100	500,000	J. & J.	July '73
Washington Br. 100	1,650,000	A. & O.	Apr. '75	Macon and Western 100	2,000,000	J. & J.	July '73	Worcester and Nashua. 75	1,789,800	J. & J.	July '73
Perkshire 100	600,000	quarterly	July '73	Maine Central 100	5,400,500	M. & N.	May '75	HORSE-POWER R. R.			
Boston and Albany 100	20,000,000	M. & N.	May '75	Manchester and Law. 100	1,000,000	M. & N.	May '75	Albany City 100	110,300	J. & J.	July '73
Bos., Cin. & Fitch. pref. 100	1,172,600	M. & N.	May '75	Marquette & Cincinnati 100	1,408,912	M. & S.	Sep. '66	Baltimore City 25	800,000	J. & J.	July '73
Bos., Cin. & Fitch. pref. 100	1,172,600	M. & N.	May '75	Massachusetts 100	4,460,368	M. & S.	Sep. '66	Bleeker St. & F. Fy. (N.Y.) 100	900,000	J. & J.	July '73
Agricultural Br. guar. 100	60,000	J. & D.	June '73	Memphis & Charleston 25	3,212,725	J. & D.	Jan. '69	Boston and Chelsea 100	110,000	A. & O.	Apr. '73
Bos., Con. & Mont. pref. 100	800,000	M. & S.	May '73	Michigan Central 100	18,738,204	J. & J.	Jan. '69	Broadway (Brooklyn) 100	200,000	J. & J.	Jan. '73
Boston and Lowell 100	3,200,000	J. & J.	Jan. '73	Mill Creek & Minch. 100	823,375	J. & J.	July '73	Broadway & 7th Av. (N.Y.) 100	2,100,000	J. & D.	Jan. '73
Boston and Maine 100	6,921,274	M. & N.	May '73	Millwaukee and St. Paul 100	15,398,251	A. & O.	Dec. '70	Brooklyn City 100	1,500,000	F. M. A. N.	May '73
Boston and Providence 100	4,000,000	M. & N.	May '73	pref. 100	12,274,453	A. & O.	Oct. '73	Brooklyn City & Newt. 100	600,000	J. & J.	July '70
Bost., Revere B. & Lynn 100	350,000	quarterly	Sep. '72	M. Hill & Schuyl. Hav. 60	3,856,450	J. & J.	July '73	Brooklyn and Jamaica 100	488,100	J. & J.	July '73
Buffalo, N. Y. and Erie 100	960,000	F. & A.	Aug. '74	Morris and Essex 50	14,008,100	J. & J.	July '73	Bushwick (Brooklyn) 100	302,000	J. & J.	July '73
Burlington and Mo. Riv. 100	5,254,203	M. & S.	Sep. '75	Nashua and Lowell 100	800,000	M. & N.	Nov. '74	Cambridge 100	800,500	A. & O.	Apr. '73
pref. 100	1,485,900	M. & S.	Sep. '75	Naugatuck 100	1,585,900	F. & A.	Aug. '73	Can. Park, N. & E. Riv. 100	1,068,400	A. & O.	Apr. '73
Camden and Amboy 100	6,847,800	quarterly	July '73	Nesquehoning Valley 100	1,000,000	M. & S.	Sep. '75	Citizens' (Phila.) 50	500,000	J. & J.	July '73
Camden and Atlantic 50	377,400	quarterly	July '73	Newark and N. York 100	977,460	M. & N.	Jan. '73	Citizens' (Phg.) 50	200,000	M. & S.	Nov. '71
pref. 50	238,352	quarterly	July '73	N. Bedford 100	1,675,500	J. & J.	Jan. '73	Coney Island & Brookl. 100	500,000	J. & J.	July '73
Cape Cod 100	1,020,330	J. & J.	Jan. '72	N. Castle & Beaver Val. 100	1,500,000	M. & N.	Jun. '73	D. Dock, E. B'dw. & Bat. 100	1,200,000	F. M. A. N.	Aug. '72
Orpe May and Millville 50	447,000	J. & D.	June '73	N. Haven & Northamp. 100	905,000	quarterly	Oct. '73	Eight Avenue (N.Y.) 100	1,000,000	J. & J.	Jan. '73
Calais and Fogelsv. 50	426,900	Novemb.	Nov. '71	New Jersey 100	7,295,200	quarterly	July '73	Elizabeth and Newark 100	200,000	J. & J.	July '73
Catawissa 50	1,119,500	M. & N.	May '73	New London Northern 100	1,418,800	quarterly	July '73	42nd St. & G. St. Ferry 100	748,000	M. & N.	May '73
pref. 50	2,200,000	M. & N.	May '73	N.Y. Cen. & Hudson R. 100	8,428,330	quarterly	July '73	Frankf. & Southw. (Ph.) 50	491,750	J. & J.	July '73
2d pref. 50	1,000,000	M. & N.	May '73	New York and Harlem 100	8,500,000	J. & J.	July '73	Germantown (Ph.) 50	1,600,000	J. & J.	July '73
Cayuga and Susq.* 100	589,176	F. & A.	July '74	pref. 100	1,500,000	J. & J.	July '73	Girard College (Ph.) 50	500,000	J. & J.	July '73
Cedar Rapids & Mo. R.* 100	6,860,400	F. M. A. N.	Aug. '71	N. Y., N. H. & Harl. 100	15,500,000	J. & J.	July '73	Grand St. and Newton 100	170,000	J. & J.	July '73
pref. 100	769,000	F. & A.	Aug. '71	N. Y. Provid. & Boston 100	2,500,000	J. & J.	July '73	Green & Coates St. (Ph.) 50	500,000	J. & J.	July '73
Central of Georgia 100	4,668,800	J. & J.	July '73	Nisg. Bridge & Omand 100	1,000,000	quarterly	July '73	Heston, Mantau & Fairm. 50	2,050,000	J. & J.	Jan. '73
Central of New Jersey 100	27,525,000	quarterly	Apr. '73	North Carolina 100	4,000,000	J. & J.	July '73	Highland 100	200,000	M. & N.	May '73
Central Ohio 100	2,425,000	J. & D.	June '73	N. Eastern S. C. pref. 100	96,000	Irregular.	Jan. '73	Lomb. & South Sta. (Ph.) 25	105,000	A. & O.	Oct. '71
pref. 100	400,000	J. & D.	June '73	North Pennsylvania 50	3,978,150	M. & N.	May '73	Lynn and Boston 100	200,000	J. & J.	July '73
Central Pacific 100	54,275,500	A. & O.	Oct. '73	Northern Central 50	5,842,200	F. & A.	Apr. '73	Malden and Melrose 100	200,000	J. & J.	July '73
Chemung 100	280,000	quarterly	July '73	Northern N. Hampt. 100	3,088,400	J. & D.	Jan. '73	Metropolitan (Boston) 100	1,500,000	J. & J.	July '73
Cheshire, preferred 100	2,155,300	J. & J.	July '73	Northern New Jersey 100	1,000,000	J. & J.	July '73	Middlesex (Boston) 100	400,000	M. & N.	May '73
Chicago and Alton 100	9,049,100	M. & S.	Sep. '74	Norwich & Worcester 100	2,804,400	J. & J.	July '73	Ninth Avenue (N. Y.) 100	197,320	J. & J.	July '73
pref. 100	2,425,400	M. & S.	Sep. '74	Ogdensb. & L. Champl. 100	3,077,000	J. & J.	July '73	Orange and Newark 100	282,558	J. & J.	July '73
Chicago, Burl. & Quincy 100	27,512,842	M. & S.	Sep. '73	pref. 100	2,000,000	A. & O.	Apr. '73	Philadelphia City 100	750,000	J. & J.	July '73
Chicago, Iowa & Nebraska 100	3,916,200	J. & J.	July '73	Ohio and Mississippi 100	20,000,000	quarterly	Mar. '73	Philadelphia and Darby 20	200,000	J. & J.	July '73
Chicago & N. Western 100	14,994,600	J. & D.	Dec. '73	pref. 100	4,030,000	J. & D.	Mar. '73	Phila. and Grey's Ferry 80	284,778	J. & J.	Jan. '73
pref. 100	21,485,653	J. & J.	July '73	Oil Cr. & Allegheny R. 50	4,259,450	quarterly	Jan. '73	Phg. Alleg. & Manchester 50	200,000	M. & N.	Nov. '69
Chicago, R. I. & Pacific 100	25,000,000	A. & O.	Apr. '73	Old Colony 100	4,733,800	J. & J.	July '73	Second Avenue (N.Y.) 100	888,100	J. A. J. O.	July '72
Cin., Ham. & Dayton 100	3,500,000	A. & O.	Apr. '73	Oswego and Syracuse 100	4,824,400	F. & A.	Aug. '73	Second & Third St. (Ph.) 40	962,100	J. & J.	July '73
Cin., Sand. and Cleve.* 50	2,980,550	—	Apr. '72	Pacific of Missouri 100	3,635,750	quarterly	July '73	17th & 19th streets (Ph.) 50	500,000	J. & J.	July '73
pref. 50	413,150	M. & N.	Feb. '73	Panama 100	7,000,000	quarterly	July '73	Sixth Avenue (N. Y.) 100	750,000	M. & N.	Nov. '73
Clev., Col., Cin. & Ind. 100	14,991,275	F. & A.	Feb. '73	Pateron and Hudson 100	332,000	J. & J.	July '73	Third Avenue (N. Y.) 100	1,170,000	F. M. A. N.	Feb. '73
Cleveland & Mahoning 60	2,067,569	M. & N.	May '73	Pateron and Newark 100	250,000	J. & J.	July '73	13th & 15th street (Ph.) 50	1,000,000	J. & J.	July '73
Cleveland & Pittsburgh 100	11,236,150	quarterly	Sep. '73	Pateron and Ramapo 100	245,000	J. & J.	July '73	23d street (N. Y.) 100	600,000	J. & J.	Jan. '73
Columbus and Xenia 50	1,785,800	M. & S.	Sep. '73	Pemb. & Hightstown 50	342,150	J. & J.	Jan. '73	Somerville (Boston) 100	98,000	M. & N.	May '73
Colum. & Hocking Val. 100	2,500,000	F. & A.	Aug. '73	Pennsylvania 50	63,144,775	quarterly	Aug. '73	South Boston 100	450,000	quarterly	July '73
Concord 100	1,500,000	M. & N.	May '73	Poorin & Bureau Val. 100	1,300,000	F. & A.	Aug. '73	Union (Boston) 100	374,800	J. & J.	July '73
Concord and Parts 100	250,000	F. & A.	July '73	Philadelphia and Erie 50	604,300	J. & J.	July '73	Union (Phila.) 100	400,000	J. & J.	July '73
Conn. & Passump Riv. 100	2,100,000	F. & A.	July '73	pref. 50	2,400,000	J. & J.	July '73	West Philadelphia 50	400,000	J. & J.	July '73
Connecticut River 100	2,103,000	J. & J.	July '73	Phil. Ger. & Norristown 50	1,828,250	M. J. S. D.	Sep. '73	CANALS.			
Cumberland Valley 100	1,292,950	A. & O.	Apr. '73	Philadelphia & Reading 50	32,725,775	quarterly	Jan. '73	Chesapeake & Delaware 50	1,983,503	J. & D.	June '73
pref. 100	241,900	A. & O.	Apr. '73	Phila. and Trenton 100	1,259,100	quarterly	July '73	Chesapeake and Ohio 25	8,229,594	F. & A.	Aug. '73
2d pref. 50	243,000	A. & O.	Apr. '73	Phila., Wil. & Balt. 100	12,836,250	quarterly	July '73	Delaware Division 100	1,633,350	F. & A.	Aug. '73
Danbury and Norwalk 50	600,000	J. & J.	Dec. '73	Pittsb., Ft. W. & Chi.* 100	19,714,285	quarterly	July '73	Delaware and Hudson 100	20,000,000	F. & A.	Aug. '73
Delaware 100	1,230,950	J. & J.	July '73	Special Imp. 100	2,000,000	quarterly	July '73	Delaware and Harlan 100	8,847,400	quarterly	July '73
Del., Lackaw. & Westn. 50	23,500,000	quarterly	July '73	Pittsfield & N. Adams 100	460,000	J. & J.	July '73	Erie of Pennsylvania 100	64,000	J. & J.	July '73
Detroit & Milwaukee 50	822,100	—	Dec. '69	Port and Keenebec 100	616,700	J. & J.	Jan. '73	Lehigh Coal & Navigat. 50	10,848,880	J. S. D. M.	Sep. '73
pref. 50	2,095,000	J. & D.	Dec. '69	Yarmouth certificates 100	202,400	A. & O.	Apr. '73	Monongahela Navigat. 50	1,003,500	J. & J.	July '73
Dubuque & Sioux City 100	5,000,000	A. & O.	Apr. '73	P. R., Saco & Portland 200	1,500,000	J. & J.	July '73	Morris (consolidated) 100	1,025,000	F. & A.	Feb. '73
East Pennsylvania 100	1,808,200	J. & J.	July '73	Providence & Worcester 100	2,000,000	J. & J.	July '73	(preferred) 100	1,175,000	F. & A.	Feb. '73
East Tenn., Va. & Ga. 100	1,985,274	A. & O.	Apr. '73	Raleigh and Gaston 100	1,500,000	J. & J.	July '73	Pennsylvania 50	4,337,950	F. & A.	Aug. '73
Eastern (Mass.) 100	4,997,600	J. & J.	July '73	Rensselaer & Saratoga 100	6,000,000	J. & J.	July '73	Schuyl. Nav. (common) 50	1,908,207	F. & A.	Aug. '73
Eastern (N. H.) 100	492,500	J. & J.	July '73	Roch. & Genesee Val. 110	558,200	J. & J.	July '73	(pref.) 50	2,888,977	F. & A.	Aug. '73
Elmira, Jef. & Canand 100	600,000	F. & A.	Aug. '73	Rome, Watert. and Ogd. 100	2,993,900	J. & J.	July '73	Snaq. and Tide Water 50	2,002,746	—	—
Elmira & Williamsport 50	500,000	M. & N.	May '73	Rutland 100	2,430,000	J. & J.	July '73	Union 100	2,907,850	—	—
pref. 50	500,000	J. & J.	July '73	St. Croix and Penobscot 100	1,463,700	F. & A.	Feb. '73	W. Branch and Susq. 50	1,100,000	J. & J.	Jan. '73
Erie Railway 100	78,000,000	—	Oct. '73	St. L., Alt. & T. Haute 100	2,200,000	J. & J.	July '73	MISCELLANEOUS.			
pref. 100	8,538,910	—	Oct. '73	St. L., Kan. C. & North 100	12,000,000	F. & A.	July '73	Adams Express 100	12,000,000	M. J. S. D.	June '73
Erie and Pittsburgh 50	1,090,250	quarterly	Sep. '73	pref. 100	12,000,000	—	—	American Coal 25	1,500,000	M. & S.	Mar. '73
Fitchburg 100	4,000,000	J. & J.	July '73	Saratoga and Schenec. 100	200,000	A. & O.	Apr. '73	American Express 100	12,000,000	M. J. S. D.	July '73
Georgia 100	4,200,000	J. & J.	July '73	Schuylkill Valley 50	878,050	J. & J.	July '73	Atlantic Mail Steamship 100	4,000,000	M. J. S. D.	Dec. '72
Great Western (Ca.) 100	19,237,404	A. & O.	Apr. '73	Seaboard and Roanoke 100	1,151,400	M. & N.	May '73	Calumet and Hecla Mining 100	80,000	F. M. A. N.	Aug. '73
Hannibal & St. Joseph 100	4,151,700	F. & A.	Aug. '73	Shamokin V. & Pottav. 50	590,450	F. & A.	Aug. '73	Canton 100	731,250	—	—
pref. 100	5,078,224	Annual.	Aug. '70	Shore Line 100	995,800	J. & J.	Jan. '73	Consolidation (Md.) Coal 100	10,2		



**Internal Commerce and Transportation.**

The Secretary of the Treasury has appointed the following gentlemen as experts for the purpose of furnishing information to the Department in regard to internal commerce and transportation: Hamilton A. Hill of Boston, formerly Secretary of the Boston Board of Trade and of the National Board of Trade; Theodore F. Lees, General Agent of the New York Cheap Transportation Association; Geo. W. Porter, Secretary of the Baltimore Board of Trade; Albert Fink of Louisville, Ky., late General Commissioner of the Southern Railway and Steamship Association; Geo. H. Morgan, Secretary of the Merchants' Exchange of St. Louis; Col. J. D. Hayes of Detroit, Mich., largely identified with Western commercial interests; Charles Randolph, Secretary of the Chicago Board of Trade and Secretary of the National Board of Trade; Col. Milo Smith of Clinton, Iowa, formerly civil engineer and railroad manager. The division of internal commerce is under the charge of Mr. Joseph Nimmo, jr., who is now preparing a report to be submitted to Congress in December. The above mentioned appointments are made under a special appropriation for the purpose of collecting and presenting to the country information in regard to internal commerce and transportation.

The last rail of that portion of the Southern Pacific Railroad connecting San Francisco with Los Angeles, was laid at Lang's Station on the 5th inst. The road is now completed to within 100 miles of the Colorado river, and 500 miles from San Francisco. It will in time be extended to Fort Yuma, 250 miles further in the southeastern corner of the State of California. The track is laid with heavy American steel rails, and is more substantially built than the new roads in the West generally are. The road has been built by C. P. Huntington of this city and his California associates.

The Spirit of Arkansas learns from Col. H. B. Dent, of Memphis, Tenn., a director of the St. Louis and Memphis Railway, that this company have commenced in earnest the construction of the road. For the present, he says, they will build 22 miles, beginning at Jonesboro, Craighead county, and complete it to Lindley's, in Lawrence county, by the 1st of December. It will be a narrow gauge of three feet six inches.

A dispatch dated Victoria (B. C.) August 25th says: "It is probable that the Canadian Pacific Railway will be brought to Butte Inlet. The Governor General emphatically stated that the main line will be vigorously prosecuted. His remarks respecting the abandonment referred only to the short section on the Island of Vancouver."

The route of the Massillon and Coshocton Railroad, now in course of construction, extends from Beach city, a point on the line of the Cleveland, Tuscarawas Valley and Cleveland Railroad, to Coshocton, about 36 miles. From Beach City to Cleveland the distance is 86 miles, making the entire distance from Cleveland to Coshocton 122 miles.

The directors of the Galt and Guelph, (Canada) Railway company have under consideration the proposition of the Great Western Railway company to purchase the road for \$10,000.

**The Petroleum Pipe Line.**

It is stated by parties interested that to-day the work of laying a pipe line will be commenced for the transportation of crude petroleum from the oil fields of Western Pennsylvania to Baltimore, a distance of 225 miles, with Brady's Bend as the Pennsylvania terminus. This pipe laying scheme has the support of parties in Baltimore, who secured a charter from the Maryland Legislature last winter, which charter was incorporated with the Pennsylvania organization. The project has many and powerful opponents in Pennsylvania, including the railroads, Pittsburg refiners, &c., who do not want the refining business transferred to the Atlantic seaboard, which would result if pipe lines were laid to bring crude oil to the seaboard cities, as contemplated. The prosecution of the work will probably be the signal for the opening of legal hostilities, and it is stated the pipe line company has strong backing to wage the contest. With no legal obstacles it is claimed the line could be completed in ninety days.—*Balt. Sun, Sept. 1.*

The engineers surveying the line of the narrow gauge railroad from Fredericksburg to the coal mines west of Harrisonburg, Rockingham county, Va., have reached Harrisonburg. The shops of the company will be located on the lands of the Dora Coal Mine Company.

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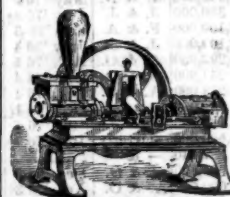
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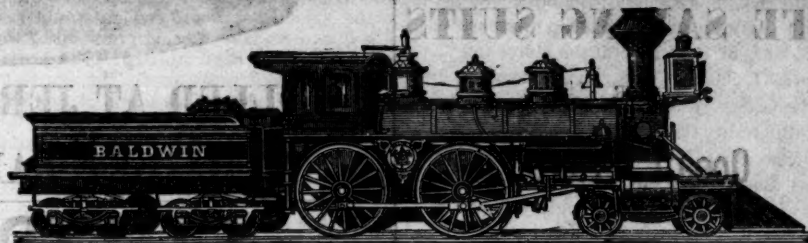
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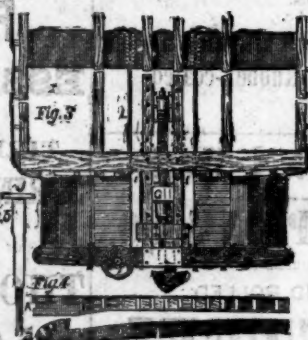
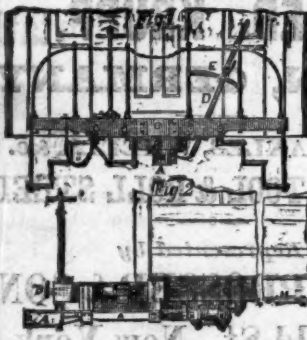
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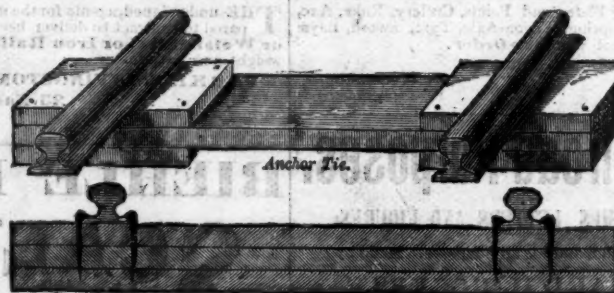


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